Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee

Notice of Public Meeting

City of Laredo City Hall
City Council Chambers
1110 Houston Street
Laredo, Texas
May 21st, 2018
1:30 p.m.

MEETING AGENDA

I. CHAIRPERSON TO CALL MEETING TO ORDER

II. CHAIRPERSON TO CALL ROLL

III. CITIZEN COMMENT

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

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on April 16, 2018.

B. Receive public testimony and approve Resolution No. MPO 2018-03, adopting the 2019-2022 Transportation Improvement Program (TIP).

C. Receive public testimony and initiate a ten-day public review and comment period for the proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP):

1. Amending Chapters 1-13, as indicated in attached Exhibits A and B, to achieve compliance with the Fixing America's Surface Transportation Act (FAST Act).

D. Discussion with possible action to allocate CBI funds to the North Laredo Webb County Transportation Planning Study, pending execution of an Advanced Funding Agreement between TxDOT and the WCCL RMA.

E. Discussion with possible action on the River Road Project.

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

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

A. Status report by TxDOT on corridor studies and setbacks regarding right of way along maintained roadways within the City of Laredo.

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

VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY MAY 18, 2018, BY 1:30 P.M.

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

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

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

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

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

CITY OF LAREDO REPRESENTATIVES:

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

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable Roberto Balli, City Councilmember, District VIII

COUNTY OF WEBB REPRESENTATIVES:

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

STATE REPRESENTATIVES:

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

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

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

(FOR)

Nathan R. Bratton
MPO Director

Jose A. Valdez, Jr.
City Secretary

Laredo Urban Transportation Study

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

MINUTES OF THE APRIL 16, 2018 MEETING

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina, Webb County Judge
Honorable George Altgelt, City Councilmember, District VII (arrived at 2:02 p.m.)
Honorable Charlie San Miguel, City Councilmember, District VI (arrived at 1:46 p.m.)
Honorable Roberto Balli, City Councilmember, District VIII (arrived at 1:41 p.m.)
Honorable John Galo, Webb County Commissioner, Pct. 3 (arrived at 1:36 p.m.)
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
David M. Salazar, Jr., District Engineer
Melisa Montemayor, TxDOT District Administrator

Ex-Officio Members Not Present:

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

Staff (Of Participating LUTS Agencies) Present:

City:	Nathan R. Bratton, City Planning/LUTS Staff Angie Quijano, City Planning/LUTS Staff Robert Eads, City Traffic Safety Department Robert Peña, Traffic Safety Department Eduardo Bernal, Transit, El Metro
State:	Sara Garza, TxDOT Roberto Rodriguez, TxDOT Mike Graham, TxDOT Ana Duncan, TxDOT Carlos Rodriguez, TxDOT
County:	Luis Perez Garcia, Webb County Engineering
Others:	Ruben Soto, Regional Mobility Authority, (RMA) Antonio Rodriguez, HNTB, Inc.

Juan Cruz, RMA
Luis De La Garza, Jr.

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Saenz called the meeting to order at 1:35 p.m.

II. CHAIRPERSON TO CALL ROLL

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

III. CITIZEN COMMENT

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

Mr. Luis De La Garza, Jr., spoke to acknowledge the Mayor for his trip to Austin the previous week, and thanked him and the rest of the committee for all their hard work.

CM. Galo joined the meeting at 1:36 p.m.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on March 19, 2018.

Judge Tijerina sought clarification on item IV-C, which the committee considered at the March 2018 Policy Committee meeting.

Mayor Saenz stated that clarification and discussion of the item would be given/had later in the meeting during agenda item IV-D.

Judge Tijerina made a motion to **approve** the minutes of March 19, 2018.

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

Motion carried unanimously

B. Receive public testimony and approve a motion initiating a twenty-day (20) public review and comment period, for the proposed draft 2019-2022 Transportation Improvement Program (TIP).

After reading the item and having no objections, the chairman opened the public hearing.

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

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

Motion carried unanimously

CM. Galo made a motion to **close** the public hearing and **initiate** a twenty-day public review and public hearing for the proposed draft 2019-2022 Transportation Improvement Program (TIP).

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

Motion carried unanimously

C. Discussion with possible action to make all necessary changes to the zoning and subdivision ordinances to posture TxDOT as best as possible to secure right of way along maintained roadways within the City of Laredo.

Mr. Bratton stated the current item was placed on the agenda as a result of discussions had at last City Council meeting. He stated that corridor maintenance and corridor preservation, along state highways, attempts to move development back, away from the Right-of-Way, so that when R.O.W. expansion occurs, the effect on to the property owners is less severe. It would also help bring the cost of the R.O.W. acquisition down.

He further stated the importance of working closely with TxDOT on this issue, to ascertain their needs, while avoiding the possibility of creating policies which could expose the City to inverse condemnation costs.

Ms. Montemayor stated that the R.O.W. agreement between the City and TxDOT, for Loop 20, from International to US 59, had been executed. She stressed that the financial liability for additional R.O.W. would be the responsibility of TxDOT. The City would be responsible for 10% of the costs, less the City's Economically Disadvantaged Counties reduction.

CM. Balli arrived at 1:41 p.m.

CM. San Miguel arrived at 1:46 p.m.

Mayor Saenz requested TxDOT present a status report on this item at the next meeting. He further requested that the item be placed on all succeeding agendas till further notice.

CM. Salazar stated TxDOT would investigate conducting future corridor studies.

CM. Altgelt joined the meeting at 2:02 p.m.

D. Clarification, discussion and possible action on Policy Committee's vote at the MPO meeting of March 19, 2018 on item IV-C.

A motion to authorize the WCCL RMA to move forward and go out on RFQ, pursuant to the Texas Procurement Act, and the competitive bidding process, for the North Laredo/ Webb County Transportation Planning Study, as identified in the scope of services presented on 11/20/17 before the Laredo MPO Policy Committee with the understanding that the Laredo MPO would reimburse the WCCL RMA for up to 80% of the cost of the study at a later date with funds from the remaining 2015 Coordinated Border Infrastructure program. The remaining 20% will be provided by the WCCL RMA as the local match. Funding for the proposed study will be determined, after completion of the RFQ process, when the RMA is required to return to the Policy Committee to present the proposed study's costs for funding allocation and approval.

Mr. Bratton stated the item was placed on the agenda to clear up any misunderstanding regarding the motion, and action, taken at the last MPO meeting. At the previous meeting, Judge Tijerina made a motion to table the item, which was seconded by the Mayor. The motion failed due to lack of vote.

During the same meeting and immediately following Judge Tijerina's motion, CM. Altgelt then made a motion to move forward and authorize the RMA to issue a Request for Qualifications (RFQ), pursuant to the Texas Procurement Act, and the competitive bidding process, for the North Laredo/ Webb County Transportation Planning Study, as identified in the scope of services presented on 11/20/17 before the Laredo MPO Policy Committee with the understanding that the Laredo MPO would reimburse the WCCL RMA for up to 80% of the cost of the study at a later date with funds from the remaining 2015 Coordinated Border Infrastructure program. The remaining 20% would be provided by the WCCL RMA as the local match. Funding for the proposed study would be determined, after completion of the RFQ process, when the RMA is required to return to the Policy Committee to present the proposed study's costs for funding allocation and approval. The motion was seconded by Mayor Saenz. The motion passed in a 4 to 1 (Judge Tijerina) vote.

Juan Cruz, General Engineering Counsel (GEC) for the RMA, gave a brief presentation on the item. He stated the RMA had procured the services of HNTB, Inc., thru the Professional Services Procurement Act.

Anthony Rodriguez, GEC for the RMA, stated that in general as long as HNTB is the GEC for the RMA, they would perform the engineering services for the RMA, unless the specifics of the project necessitated the use of a separate engineer.

CM. Galo expressed his concerns regarding the RMA using its general engineering consultant (GEC) to perform the Webb County/North Laredo Transportation's Planning Study.

Mr. Rodriguez stated that in this case, per the will of the MPO and RMA boards, the RMA could perform the study with its GEC, or the RMA could publish a new RFQ, with the GEC would simply oversee.

Mr. Bratton requested clarification regarding HNTB's role in all future RMA projects.

CM. Galo concurred with Mr. Bratton's question.

Mr. Cruz stated that, in general, future projects performed by the RMA would be performed by HNTB, Inc., who is the GEC for the RMA.

CM. Altgelt made a motion to authorize WCCL RMA to utilize their engineering firm HNTB, Inc., in order to satisfy the scope of services as presented on November 20, 2017, with the understanding that the Laredo MPO will reimburse up to 80% of the cost of the study at a later date with funds from the remaining 2015 CBI funds. The remaining 20% would be provided by the RMA local match.

Second: Mayor Saenz

No vote was made and no action was taken.

CM. Galo expressed his concern with the previous motion.

CM. Altgelt and CM. Galo then motioned to authorize the WCCL RMA and the MPO to enter into an agreement to conduct the study, and the MPO would reimburse up to and not to exceed 80% of 635,000 as amended.

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

Motion carried unanimously

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

Luis Perez Garcia, Webb County Engineer, stated the County as principal in charge of the Reuthinger section, which is the section the County is bringing forward for approval. He stated the County is working with the contractor to provide an environmental document

that would coordinate with the Hachar's section consultant hopefully resulting in a unified document. The County had selected the same consultant that the land owner's hired to develop the Hachar portion. The environmental document is estimated to be completed by December. Mr. Garcia further stated he would return to the Committee in the near future with a proposed schedule.

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

A. Status report on the River Bank Road Project.

CM. Altgelt stated he had been in contact with Mr. Joe Medina who would be sending proposed alignment maps to Mr. Albert Mueller for his review.

B. Status report by TxDOT on Loop 20 expansion project.

Roberto Rodriguez, TxDOT, stated TxDOT had 4 consultants on board and would be preparing the PS&E, and the ROW maps.

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

Antonio Rodriguez, HNTB Inc., stated the RMA had performed a high level review of Killam Industrial and Mines Road as far as proposed improvements, as a follow up of the TTI study for mid-range and long-range improvements. He also stated another project the RMA was considering was an analysis of arterial roadways in south Webb County, Laredo, in the Concord Hills area.

Mr. Rodriguez stated the RMA was working on performing a study for the Transportation Reinvestment Zone as directed by City Council action of September 2017 for the area from US 59 to Bridge 4/5. He stated the RMA should receive a draft report from the RMA's consultant the following day.

VI. ADJOURNMENT

CM. Gonzalez made a motion to **adjourn** the meeting at 3:16 p.m.

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

Motion carried unanimously

Nathan R. Bratton,
MPO Director

Pete Saenz, Mayor and LUTS
Chairperson

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE: 05-21-18	**SUBJECT:** MOTION Receive public testimony and approve Resolution No. MPO 2018-03, adopting the 2019-2022 Transportation Improvement Program (TIP). TIP 19-22
INITIATED BY: Staff	**STAFF SOURCE:** Nathan Bratton, MPO Director
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, from the approved TIP. The TIP will include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period that is contemplated for completion of the project.

Listed below are the proposed funding levels for the 2019-2022 TIP:

TIP year	#of Projects	Highway Funding	#of Projects	Transit Funding
FY 2019	4	$58,788,367	3	$16,123,530
FY 2020	0	$0	3	$16,123,530
FY 2021	4	$134,280,957	3	$16,123,530
FY 2022	4	$163,009,477	3	$16,123,530
Total	12	$356,078,801	12	$64,494,120

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

RESOLUTION NO. MPO 2018-03

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

ADOPTING THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

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

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

We certify that the above resolution was adopted on May 21, 2018, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

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

_____
Nathan Bratton
MPO Director

_____
David M. Salazar,
TxDOT, District Engineer

LAREDO URBAN TRANSPORTATION STUDY
metropolitan planning organization

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2019-2022

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

Approved by Policy Committee: May 21, 2018

Amended on:

INTRODUCTION

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

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

In 1979, the Governor of Texas designated the LUTS Steering Committee as the MPO for the Laredo Urbanized Area. A contract between the then State Department of Highways and Public Transportation (SDHPT), the LUTS Steering Committee, and City of Laredo identified the cooperative responsibilities of the State, the MPO and the City. These responsibilities must now conform to 23 U. S. C. 134 on metropolitan transportation planning. The Fixing America's Surface Transportation (FAST) Act, was signed into law by President Obama on December 4, 2015. The authorization of the FAST Act does not represent an abandonment of the programs and planning requirements established under the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Moving Ahead for Progress in 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 becomes part of the State Transportation Improvement Program (STIP). The Transportation Improvement Program shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation enhancements; Federal Lands Highway program projects; safety projects included in the State's Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities), except those projects that may (but are not required to) be included as identified in 23 CFR Part 450 Subpart C, 450.324(c).

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

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

DEFINITION OF AREA

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

PUBLIC INVOLVEMENT PROCESS

The Laredo Urban Transportation Study acting in the capacity of the Metropolitan Planning Organization developed in cooperation with the State and FHWA, in conformance with the requirements of 23 CFR 450.316 has an adopted Public Participation Plan. The Laredo MPO's Public Involvement Process (PIP) was adopted on June 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 December 15, 2014, the Laredo Urban Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo urbanized area, adopted the current MTP, including its Project Selection Procedures, at a public meeting held, which was noticed, and whose agenda was posted pursuant to the requirements of the Texas Open Meetings Act. Only projects consistent with a FHWA/FTA approved MTP and/or TIP may be eligible for funds administered by FHWA or FTA. The approved Transportation Improvement Program shall be utilized for programming projects within the metropolitan area in accordance with 23 CFR 450.330 (a) and (c).

PROGRESS FROM PREVIOUS YEAR

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

PERFORMANCE MANAGEMENT

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

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

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

Vitality	markets, and support regional economic development
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

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

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

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

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

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

Transit State of Good Repair

MAP-21 and later the FAST Act mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. Under the Transit Asset Management (TAM) Final Rule, the FTA established four performance measures to approximate the State of Good Repair for four categories of capital assets. El Metro has adopted targets for three of the applicable transit asset management performance measures. These performance measures and targets will assist El Metro to quantify the condition of their assets and help facilitate target setting that supports local funding prioritization.

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

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

AIR QUALITY ISSUES

The Laredo metropolitan planning area is considered to be in attainment for ozone and carbon monoxide. The City's transit department is currently in the process of replacing its diesel vehicles with

those which utilize compressed natural gas. Over 50% of all City buses currently operate on compressed natural gas.

AMERICANS WITH DISABILITIES ACT (ADA)

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

GLOSSARY

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

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

F. CLASS - Federal Functional Classification - This identifies the Federal Functional classification of streets and highways according to functional operating characteristics. The Federal Functional Classifications are:
1- 1nterstate
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 Co1Tidor 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
- Highway Bridge Program, and Federal Railroad Grade Separation Program

7 - Metropolitan Mobility and Rehabilitation
8 - Safety

- 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
- Transportation Enhancements Program, The Safety Rest Area Program, and the Transportation Alternatives Program

10 - Supplemental Transportation Projects
- 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
- 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 Urban Transportation Study, the Metropolitan Planning Organization, for the Laredo urbanized area(s) hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

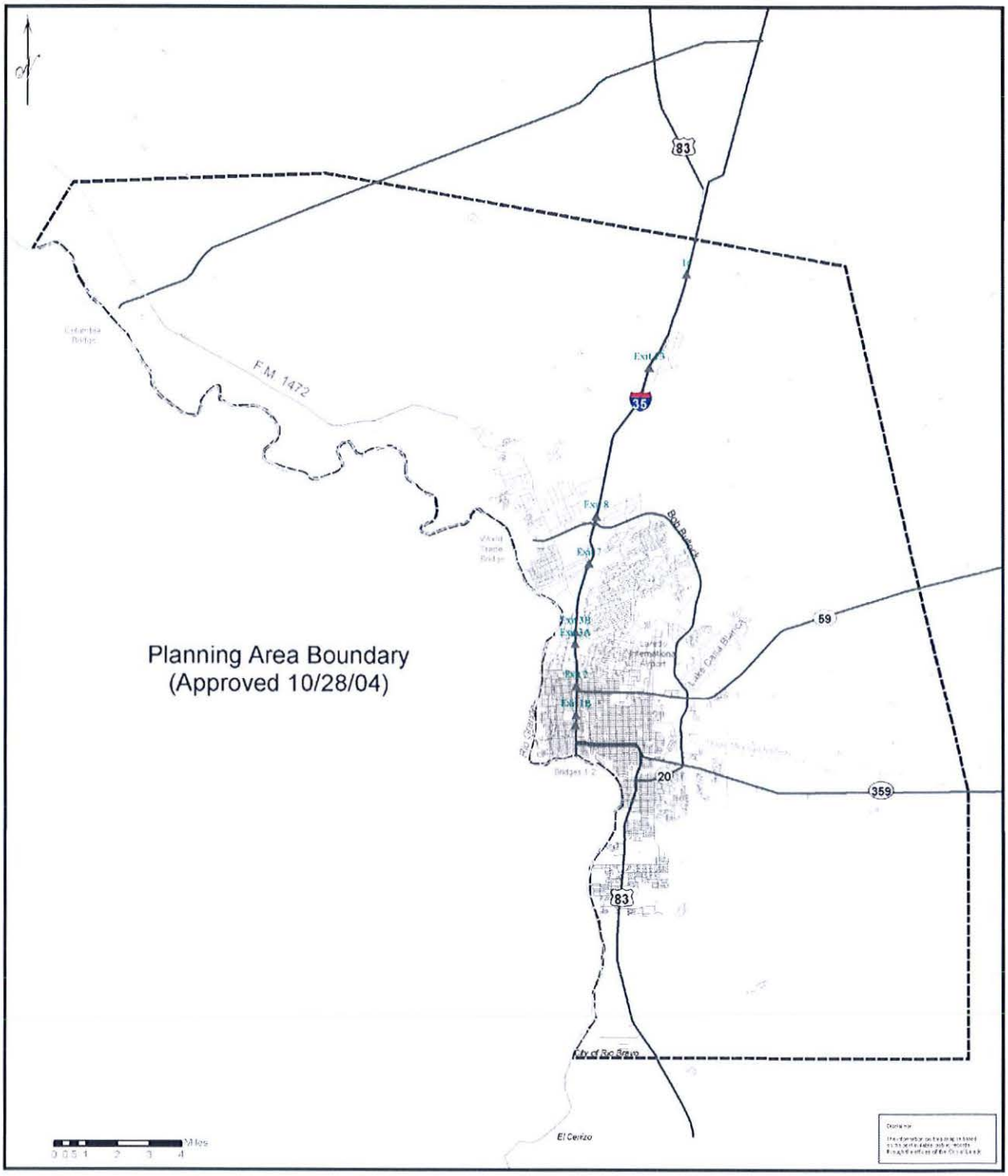
1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3) Title 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.

District Texas Department of Transportation	Metropolitan Planning Organization Policy Board Chairperson
District Engineer	Chairperson
Date	Date

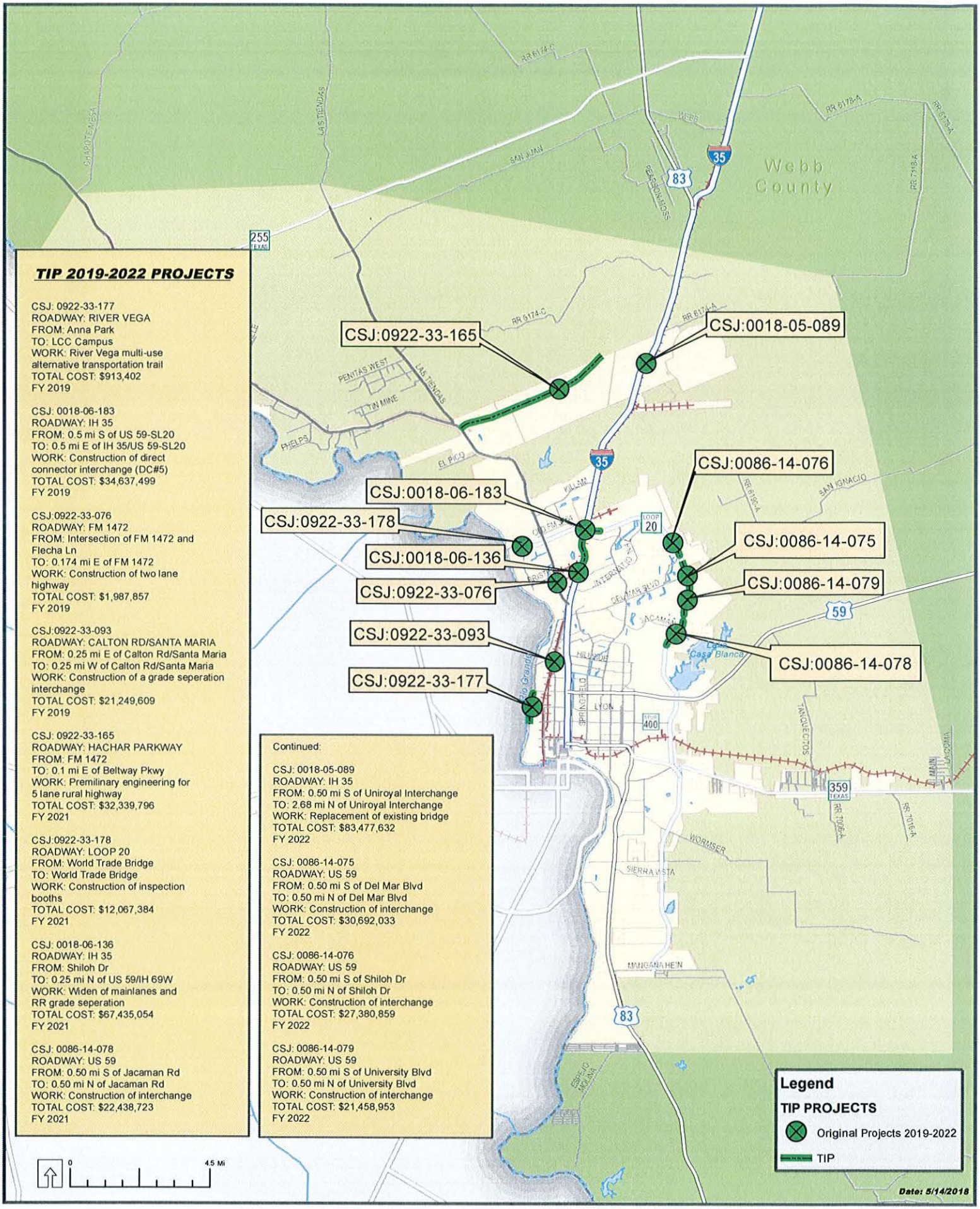
STATUS OF MAJOR PROJECTS FROM PRIOR YEARS

DISTLET	HWY	CSJ	LIMITS FROM	LIMITS TO	LAYMANS	ESTCSTCOST	PHASE
May-17	FM 1472	2150-03-025	7.854 MI N OF FM 1472/SH 255 INT	2.00 MILES NORTH	CONSTRUCTION AND REHABILITATION OF AN EXISTING	2,940,497	UNDER CONSTRUCTION
Aug-15	SL 20	0086-14-061	SH 359	SPUR 400	WIDEN EXISTING BRIDGE	25,541,056	UNDER CONSTRUCTION
Jul-17	SL 20	0086-14-065	0.330 MILES WEST OF IH 35	0.160 MILES WEST OF MCPHERSON	CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH	25,596,044	UNDER CONSTRUCTION

Laredo Metropolitan Planning Organization



2019-2022 TIP
LOCATIONS OF PROJECTS



TIP 2019-2022 PROJECTS

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

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

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

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

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

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

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

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

Continued:

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

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

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

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

FEDERAL HIGHWAY

NON-GROUPED
PROJECTS
AND
FINANCIAL SUMMARY

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-177	CS	C,E			$ 913,402

LIMITS FROM ANNA PARK
LIMITS TO: LCC CAMPUS
PROJECT DESCR: RIVER VEGA MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL
REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 9,LC
REMARKS P7:
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 40,766	COST OF APPROVED PHASES:
ROW PURCHASE:	$ 0	
CONST COST:	$ 831,954	
CONST ENG:	$ 40,683	
CONTING:	$ 9,401	$ 913,402
IND COSTS:	$ 0	
BND FINANCING:	$ 0	
TOTAL PRJ COST:	$ 957,413	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
9-ENHANCEMTS:	$ 652,638	$ 0	$ 163,160	$ 0	$ 815,798
LOCAL CONTR:	$ 0	$ 0	$ 0	$ 97,604	$ 97,604 *
TOTAL:	$ 652,638	$ 0	$ 163,160	$ 97,604	$ 913,402

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0018-06-183	IH 35	C,E			$ 34,637,499

LIMITS FROM 0.5 MI SOUTH OF US59-SL20
LIMITS TO: 0.50 MI EAST OF IH35 / US59-SL20
PROJECT DESCR: CONSTRUCTION OF DIRECT CONNECTOR INTERCHANGE (DC#5)
REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 1,4
REMARKS P7:
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 1,548,716	COST OF APPROVED PHASES:
ROW PURCHASE:	$ 0	
CONST COST:	$ 31,606,441	
CONST ENG:	$ 1,482,342	
CONTING:	$ 945,033	$ 34,637,499
IND COSTS:	$ 0	
BND FINANCING:	$ 0	
TOTAL PRJ COST:	$ 37,001,661	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
1-PRVNT	$ 4,173,749	$ 463,750	$ 0	$ 0	$ 4,637,499 *
4-STWIDE CNCT:	$ 27,000,000	$ 3,000,000	$ 0	$ 0	$ 30,000,000
TOTAL:	$ 31,173,749	$ 3,463,750	$ 0	$ 0	$ 34,637,499

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-076	CS	C,E			$ 1,987,857

LIMITS FROM INTERSECTION OF FM 1472 AND FLECHA
LIMITS TO: 0.174 MILES EAST OF FM 1472
PROJECT DESCR: NEW LOCATION TWO LANE HIGHWAY
REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 10,LC
REMARKS P7:
PROJECT HISTORY: FOR THE REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM1472 & FOR THE PE WORK OF A GRADE SEP AT CALTON RD/SANTA MARIA INT

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 88,711	COST OF APPROVED PHASES:
ROW PURCHASE:	$ 1,250,000	
CONST COST:	$ 1,810,434	
CONST ENG:	$ 88,711	
CONTING:	$ 22,630	$ 1,987,857
IND COSTS:	$ 0	
BND FINANCING:	$ 0	
TOTAL PRJ COST:	$ 3,359,337	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
10-MISC:	$ 1,098,378	$ 0	$ 274,595	$ 0	$ 1,372,973
LOCAL CONTR:	$ 0	$ 0	$ 0	$ 614,884	$ 614,884 *
TOTAL:	$ 1,098,378	$ 0	$ 274,595	$ 614,884	$ 1,987,857

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-093	CS	C,E,R			$ 21,249,609

LIMITS FROM 0.25 M EAST OF CALTON/SAN MARIA_INT
LIMITS TO: 0.25 M WEST OF CALTON/SAN MARIA INT

REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 10,LC

PROJECT DESCR: CONSTRUCTION OF A GRADE SEPARATION INTERCHANGE

REMARKS P7: LORI REVIEWED 09/06/2017

PROJECT HISTORY: CONSTRUCTION OF A GRAD SEP AT CALTON/SAN MARIA INT

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 795,858	COST OF APPROVED PHASES:
ROW PURCHASE:	$ 3,450,000	
CONST COST:	$ 16,242,001	
CONST ENG:	$ 761,750	
CONTING:	$ 485,636	$ 21,249,609
IND COSTS:	$ 0	
BND FINANCING:	$ 0	
TOTAL PRJ COST:	$ 22,464,510	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
10-MISC:	$ 11,499,829	$ 0	$ 1,647,606	$ 0	$ 13,147,435
LOCAL CONTR:	$ 0	$ 0	$ 0	$ 8,102,174	$ 8,102,174 *
TOTAL:	$ 11,499,829	$ 0	$ 1,647,606	$ 8,102,174	$ 21,249,609

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-165	CS	C,E			$ 32,339,796

LIMITS FROM FM 1472
LIMITS TO: 0.100 MILES E OF BELTWAY PARKWAY
PROJECT DESCR: PRELIMINARY ENGINEERING FOR 5 LANE RURAL HIGHWAY
REMARKS P7:

REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 7
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	1,443,215
ROW PURCHASE:	$	0
CONST COST:	$	29,453,366
CONST ENG:	$	1,443,215
CONTING:	$	368,167
IND COSTS:	$	0
BND FINANCING:	$	0
TOTAL PRJ COST:	$	34,316,117

COST OF APPROVED PHASES: $ 32,339,796

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
7-METRO	$ 25,871,837	$ 0	$ 6,467,959	$ 0	$ 32,339,796 *
TOTAL:	$ 25,871,837	$ 0	$ 6,467,959	$ 0	$ 32,339,796

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-178	CS	C,E			$ 12,067,384

LIMITS FROM WORLD TRADE INTERNATIONAL BRIDGE
LIMITS TO:
PROJECT DESCR: CONSTRUCTION OF INSPECTION BOOTHS
REMARKS P7:

REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 10
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	538,575
ROW PURCHASE:	$	0
CONST COST:	$	10,991,333
CONST ENG:	$	537,476
CONTING:	$	124,202
IND COSTS:	$	0
BND FINANCING:	$	0
TOTAL PRJ COST:	$	12,648,825

COST OF APPROVED PHASES: $ 12,067,384

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
10-MISC:	$ 9,653,907	$ 2,413,477	$ 0	$ 0	$ 12,067,384 *
TOTAL:	$ 9,653,907	$ 2,413,477	$ 0	$ 0	$ 12,067,384

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0018-06-136	IH 35	C,E			$ 67,435,054

LIMITS FROM SHILOH DRIVE
LIMITS TO: 0.25 MILES N. OF US 59/ IH 69W
PROJECT DESCR: WIDEN OF MAINLANES AND RR GRADE SEPARATION
REMARKS P7:

REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 1,2M,4,12
PROJECT HISTORY: WIDEN NB AND SB MAINLANES TO 3 LANES EACH DIRECTION

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	3,015,163
ROW PURCHASE:	$	0
CONST COST:	$	61,533,948
CONST ENG:	$	2,885,942
CONTING:	$	1,839,865
IND COSTS:	$	0
BND FINANCING:	$	0
TOTAL PRJ COST:	$	72,037,793

COST OF APPROVED PHASES: $ 67,435,054

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
1-PRVNT	$ 10,748,043	$ 2,687,011	$ 0	$ 0	$ 13,435,054 *
2M-METRO CRDR:	$ 7,200,000	$ 1,800,000	$ 0	$ 0	$ 9,000,000
4-STWIDE CNCT:	$ 21,600,000	$ 5,400,000	$ 0	$ 0	$ 27,000,000
12-STRAT PRIOR:	$ 14,400,000	$ 3,600,000	$ 0	$ 0	$ 18,000,000
TOTAL:	$ 53,948,043	$ 13,487,011	$ 0	$ 0	$ 67,435,054

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0086-14-078	US 59	C			$ 22,438,723

LIMITS FROM 0.50 MI S OF JACAMAN
LIMITS TO: 0.50 MI N OF JACAMAN
PROJECT DESCR: CONSTRUCTION OF INTERCHANGE

REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 2M,12

REMARKS P7:

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	1,099,497
ROW PURCHASE:	$	0
CONST COST:	$	22,438,723
CONST ENG:	$	1,052,376
CONTING:	$	670,918
IND COSTS:	$	0
BND FINANCING:	$	0
TOTAL PRJ COST:	$	26,269,013

COST OF APPROVED PHASES: $ 22,438,723

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
2M-METRO CRDR:	$ 4,350,979	$ 1,087,745	$ 0	$ 0	$ 5,438,723 *
12-STRAT PRIOR:	$ 13,600,000	$ 3,400,000	$ 0	$ 0	$ 17,000,000
TOTAL:	$ 17,950,979	$ 4,487,745	$ 0	$ 0	$ 22,438,723

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0018-05-089	IH 35	C,E			$ 83,477,632

LIMITS FROM 0.500 MI S OF UNIROYAL INTERCHANGE
LIMITS TO: 2.68 MI N OF UNIROYAL INTERCHANGE
PROJECT DESCR: REPLACEMENT OF EXISTING BRIDGE
REMARKS P7:

REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 1,4
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 3,640,769	COST OF APPROVED PHASES: $ 83,477,632
ROW PURCHASE:	$ 0	
CONST COST:	$ 74,301,408	
CONST ENG:	$ 5,535,455	
CONTING:	$ 0	
IND COSTS:	$ 0	
BND FINANCING:	$ 0	
TOTAL PRJ COST:	$ 85,253,436	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
1-PRVNT	$ 16,629,869	$ 1,847,763	$ 0	$ 0	$ 18,477,632 *
4-STWIDE CNCT:	$ 58,500,000	$ 6,500,000	$ 0	$ 0	$ 65,000,000
TOTAL:	$ 75,129,869	$ 8,347,763	$ 0	$ 0	$ 83,477,632

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0086-14-075	US 59	C,E			$ 30,692,033

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
REMARKS P7:

REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 2M
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 1,372,306	COST OF APPROVED PHASES: $ 30,692,033
ROW PURCHASE:	$ 0	
CONST COST:	$ 28,006,235	
CONST ENG:	$ 1,313,492	
CONTING:	$ 837,386	
IND COSTS:	$ 0	
BND FINANCING:	$ 0	
TOTAL PRJ COST:	$ 32,786,900	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
2M-METRO CRDR:	$ 24,553,627	$ 6,138,407	$ 0	$ 0	$ 30,692,033 *
TOTAL:	$ 24,553,627	$ 6,138,407	$ 0	$ 0	$ 30,692,033

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0086-14-076	US 59	C,E			$ 27,380,859

LIMITS FROM 0.50 MI S OF SHILOH ROAD
LIMITS TO: 0.50 MI N OF SHILOH ROAD
PROJECT DESCR: CONSTRUCTION OF INTERCHANGE
REMARKS P7:

REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 2M
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 1,224,256	COST OF APPROVED PHASES: $ 27,380,859
ROW PURCHASE:	$ 0	
CONST COST:	$ 24,984,816	
CONST ENG:	$ 1,171,788	
CONTING:	$ 747,046	
IND COSTS:	$ 0	
BND FINANCING:	$ 0	
TOTAL PRJ COST:	$ 29,249,724	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
2M-METRO CRDR:	$ 21,904,688	$ 5,476,172	$ 0	$ 0	$ 27,380,859 *
TOTAL:	$ 21,904,688	$ 5,476,172	$ 0	$ 0	$ 27,380,859

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

* FUNDING NOT FIXED

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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0086-14-079	US 59	C,E			$ 21,458,953

LIMITS FROM 0.50 MI S OF UNIVERSITY BLVD
LIMITS TO: 0.50 MI N OF UNIVERSITY BLVD
PROJECT DESCR: CONSTRUCTION OF INTERCHANGE
REMARKS P7:

REVISION DATE: 07/2018
MPO PROJ NUM:
FUNDING CAT(S): 2M

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	959,475
ROW PURCHASE:	$	0
CONST COST:	$	19,581,123
CONST ENG:	$	918,355
CONTING:	$	585,476
IND COSTS:	$	0
BND FINANCING:	$	0
TOTAL PRJ COST:	$	22,923,621

COST OF APPROVED PHASES: $ 21,458,953

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
2M-METRO CRDR:	$ 17,167,162	$ 4,291,791	$ 0	$ 0	$ 21,458,953 *
TOTAL:	$ 17,167,162	$ 4,291,791	$ 0	$ 0	$ 21,458,953

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

* FUNDING NOT FIXED

MPO / Laredo District - 22
Initial FY 2019 - 2022 Transportation Improvement Program

Funding by Category

		FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$4,637,499	$4,637,499	$0	$0	$13,435,054	$13,435,054	$18,477,632	$18,477,632	$36,550,185	$36,550,185
2M or 2U	Urban Area (Non- TMA) Corridor Projects	$0	$0	$0	$0	$14,438,723	$14,438,723	$79,531,845	$79,531,845	$93,970,568	$93,970,568
3	Non-Traditionally Funded Transportation Project	$8,814,662	$8,814,662	$0	$0	$0	$0	$0	$0	$8,814,662	$8,814,662
4	Statewide Connectivity Corridor Projects	$30,000,000	$30,000,000	$0	$0	$27,000,000	$27,000,000	$65,000,000	$65,000,000	$122,000,000	$122,000,000
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$0	$0	$32,339,796	$32,339,796	$0	$0	$32,339,796	$32,339,796
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	Enhancements	$815,798	$815,798	$0	$0	$0	$0	$0	$0	$815,798	$815,798
10	Supplemental Transportation	$14,520,408	$14,520,408	$0	$0	$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	$0	$0	$0	$0	$0	$0	$0	$0
12	Strategic Priority	$0	$0	$0	$0	$35,000,000	$35,000,000	$0	$0	$35,000,000	$35,000,000
SBPE	Strategy Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SB 102	Strategy 102	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	$58,788,367	$58,788,367	$0	$0	$134,280,957	$134,280,957	$163,009,477	$163,009,477	$356,078,801	$356,078,801

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 19-22
Federal	$44,424,594	$0	$107,424,766	$138,755,346	$290,604,706
State	$3,463,750	$0	$20,388,233	$24,254,133	$48,106,116
Local Match	$2,085,361	$0	$6,467,959	$0	$8,553,320
CAT 3 - Local Contributions (LC)	$8,814,662	$0	$0	$0	$8,814,662
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 - Stragegy 102 Budget	$0	$0	$0	$0	$0
Total	$58,788,367	$0	$134,280,958	$163,009,479	$356,078,804

TRANSIT
PROJECTS
AND
FINANCIAL SUMMARY

FY 2019 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$3,401,493
		State Funds from TxDOT	576,518
		Other Funds	11,420,702
Apportionment Year	2019	**Fiscal Year Cost**	**$15,398,713**
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	**Total Project Cost**	$15,398,713
		Trans. Dev. Credits Requested	$0
Sec 5307 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5310**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$168,202
		State Funds from TxDOT	0
		Other Funds	42,051
Apportionment Year	2019	**Fiscal Year Cost**	**$210,253**
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**	$210,253
		Trans. Dev. Credits Requested	$0
Sec 5310 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$437,379
		State Funds from TxDOT	0
		Other Funds	77,185
Apportionment Year	2019	**Fiscal Year Cost**	**$514,564**
Project Phase			
Brief Project Description:	This project is for bus and van replacements, and bus facility improvements.	**Total Project Cost**	$514,564
		Trans. Dev. Credits Requested	$0
Sec 5339 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

FY 2020 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$3,401,493
		State Funds from TxDOT	576,518
		Other Funds	11,420,702
Apportionment Year	2020	**Fiscal Year Cost**	**$15,398,713**
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	**Total Project Cost**	$15,398,713
		Trans. Dev. Credits Requested	$0
Sec 5307 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5310**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$168,202
		State Funds from TxDOT	0
		Other Funds	42,051
Apportionment Year	2020	**Fiscal Year Cost**	**$210,253**
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**	$210,253
		Trans. Dev. Credits Requested	$0
Sec 5310 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$437,379
		State Funds from TxDOT	0
		Other Funds	77,185
Apportionment Year	2020	**Fiscal Year Cost**	**$514,564**
Project Phase			
Brief Project Description:	This project is for bus and van replacements, and bus facility improvements.	**Total Project Cost**	$514,564
		Trans. Dev. Credits Requested	$0
Sec 5339 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

FY 2021 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22 YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$3,401,493
		State Funds from TxDOT	576,518
		Other Funds	11,420,702
Apportionment Year	2021	**Fiscal Year Cost**	**$15,398,713**
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	**Total Project Cost**	$15,398,713
		Trans. Dev. Credits Requested	$0
Sec 5307 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5310**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$168,202
		State Funds from TxDOT	0
		Other Funds	42,051
Apportionment Year	2021	**Fiscal Year Cost**	**$210,253**
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**	$210,253
		Trans. Dev. Credits Requested	$0
Sec 5310 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$437,379
		State Funds from TxDOT	0
		Other Funds	77,185
Apportionment Year	2021	**Fiscal Year Cost**	**$514,564**
Project Phase			
Brief Project Description:	This project is for bus and van replacements, and bus facility improvements.	**Total Project Cost**	$514,564
		Trans. Dev. Credits Requested	$0
Sec 5339 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

FY 2022 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22 YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$3,401,493
		State Funds from TxDOT	576,518
		Other Funds	11,420,702
Apportionment Year	2022	**Fiscal Year Cost**	**$15,398,713**
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	**Total Project Cost**	$15,398,713
		Trans. Dev. Credits Requested	$0
Sec 5307 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5310**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$168,202
		State Funds from TxDOT	0
		Other Funds	42,051
Apportionment Year	2022	**Fiscal Year Cost**	**$210,253**
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**	$210,253
		Trans. Dev. Credits Requested	$0
Sec 5310 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$437,379
		State Funds from TxDOT	0
		Other Funds	77,185
Apportionment Year	2022	**Fiscal Year Cost**	**$514,564**
Project Phase			
Brief Project Description:	This project is for bus and van replacements, and bus facility improvements.	**Total Project Cost**	$514,564
		Trans. Dev. Credits Requested	$0
Sec 5339 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

Laredo - District Number 22

FY 2019 - 2022 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2019			FY 2020			FY 2021		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	$3,978,011	$11,420,702	$15,398,713	$3,978,011	$11,420,702	$15,398,713	$3,978,011	$11,420,702	$15,398,713
2	Sec. 5307 - Urbanized Formula <200K			$0			$0			$0
3	Sec. 5309 - Fixed Guideway Investment			$0			$0			$0
4	Sec. 5337 - State of Good Repair			$0			$0			$0
5	Sec. 5339 - Bus & Bus Facilities >200k	$437,379	$77,185	$514,564	$437,379	$77,185	$514,564	$437,379	$77,185	$514,564
6	Sec. 5310-Seniors&People w/Disabilities >200k	$168,202	$42,051	$210,253	$168,202	$42,051	$210,253	$168,202	$42,051	$210,253
7	Sec. 5316 - JARC >200K			$0			$0			$0
8	Sec. 5317 - New Freedom >200K			$0			$0			$0
9	Other FTA			$0			$0			$0
10	Regionally Significant or Other (incl FHWA transfers)			$0			$0			$0
	Total Funds	**$4,583,592**	**$11,539,938**	**$16,123,530**	**$4,583,592**	**$11,539,938**	**$16,123,530**	**$4,583,592**	**$11,539,938**	**$16,123,530**
	Transportation Development Credits									
	Requested			$0			$0			$0
	Awarded			$0			$0			$0

All Figures in Year of Expenditure (YOE) Dollars

	Transit Programs	FY 2022			Total		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	$3,978,011	$11,420,702	$15,398,713	$15,912,044	$45,682,808	$61,594,852
2	Sec. 5307 - Urbanized Formula <200K			$0	$0	$0	$0
3	Sec. 5309 - Fixed Guideway Investment			$0	$0	$0	$0
4	Sec. 5337 - State of Good Repair			$0	$0	$0	$0
5	Sec. 5339 - Bus & Bus Facilities >200k	$437,379	$77,185	$514,564	$1,749,516	$308,740	$2,058,256
6	Sec. 5310-Seniors&People w/Disabilities >200k	$168,202	$42,051	$210,253	$672,808	$168,204	$841,012
7	Sec. 5316 - JARC >200K			$0	$0	$0	$0
8	Sec. 5317 - New Freedom >200K			$0	$0	$0	$0
9	Other FTA			$0	$0	$0	$0
10	Regionally Significant or Other (incl FHWA transfers)			$0	$0	$0	$0
	Total Funds	**$4,583,592**	**$11,539,938**	**$16,123,530**	**$18,334,368**	**$46,159,752**	**$64,494,120**
	Transportation Development Credits						
	Requested			$0			$0
	Awarded			$0			$0

FAST ACT COMPLIANCE CHECKLIST

LAREDO URBAN TRANSPORTATION STUDY
metropolitan planning organization

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
2019-2022

INTRODUCTION

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

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

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

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 Vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
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

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

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

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

Transit State of Good Repair

MAP-21 and later the FAST Act mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. Under the Transit Asset Management (TAM) Final Rule, the FTA established four performance measures to approximate the State of Good Repair for four categories of capital assets. El Metro has adopted targets for three of the applicable transit asset management performance measures. These performance measures and targets will assist El Metro to

quantify the condition of their assets and help facilitate target setting that supports local funding prioritization.

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

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

PURPOSE

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

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

The Texas Department of Transportation (TxDOT), and the Laredo Urban Transportation Study (MPO) have cooperatively developed the 2019~~7~~-2022~~0~~ TIP in accordance with the requirements of ~~ISTEA, TEA-21, SAFETEA-LU, MAP 21 and~~ the FAST Act~~,~~ and is financially constrained.

DEFINITION OF AREA

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

PUBLIC INVOLVEMENT PROCESS

The Laredo Urban Transportation Study acting in the capacity of the Metropolitan Planning Organization developed in cooperation with the State and FHWA, in conformance with the requirements of 23 CFR 450.316 has an adopted Public Participation Plan. The Laredo MPO's Public Involvement Process (PIP) was adopted on June 9th, 1994 and subsequently amended on November 22nd, 1996, ~~and~~ 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 December 15, 2014, the Laredo Urban Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo urbanized area, adopted the current MTP, including its Project Selection Procedures, at a public meeting held, which was noticed, and whose agenda was posted pursuant to the requirements of the Texas Open Meetings Act. Only projects consistent with a FHWA/FTA approved MTP and/or TIP may be eligible for funds administered by FHWA or FTA. The approved Transportation Improvement Program shall be utilized for programming projects within the metropolitan area in accordance with 23 CFR 450.330 (a) and (c).

PROGRESS FROM PREVIOUS YEAR

The FY ~~2015-2018~~2017-2020 TIP was adopted on a ~~April 24, 2014~~June 20, 2016. Enclosed is a summary detailing the status of all ongoing projects.

AIR QUALITY ISSUES

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

AMERICANS WITH DISABILITIES ACT (ADA)

The City Transit Department has created the El Lift Program to address ADA considerations. The Transit Department has also actively pursues the strengthening of ~~said~~ this program ~~as evidenced in~~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- 1nterstate
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 Co1Tidor 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
- Highway Bridge Program, and Federal Railroad Grade Separation Program

7 - Metropolitan Mobility and Rehabilitation
8 - Safety
- 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
- Transportation Enhancements Program, The Safety Rest Area Program, and the Transportation Alternatives Program

10 - Supplemental Transportation Projects
- 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
- 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~~http://www.txdot.gov/govemment/programs/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."

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(q) 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)

BACKGROUND MATERIALS

Vanessa Guerra

From: Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>
Sent: Monday, May 14, 2018 11:07 AM
To: Vanessa Guerra
Cc: Melisa Montemayor; Randy Aguilar; Nathan R. Bratton
Subject: RE: 635,000 for RMA to perform North Laredo Study

Vanessa,
As discussed during our phone conversation earlier today, We will not include this project on the ongoing STIP revision. We are working to obtain approval from Feds to use CBI funds for the study.

The Advanced Funding Agreement to use CBI funds will be between TxDOT and the RMA.

Please let us know if you need additional information.

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

From: Vanessa Guerra [mailto:vguerra@ci.laredo.tx.us]
Sent: Friday, May 11, 2018 10:26 AM
To: Roberto Rodriguez III
Cc: Melisa Montemayor; Randy Aguilar; Nathan R. Bratton
Subject: 635,000 for RMA to perform North Laredo Study

At the April MPO meeting the Policy Committee authorized the RMA to perform a study of north Laredo, with an estimated total cost of 635,000, or $508,000 (80%) in CBI funds and $127,000 (20%) in RMA funds.

Questions/Requests:

1. Does TxDOT consider this a Grouped or Non-Grouped project?

2. If Non-Grouped, please send updated runs and financial summary today, as the final updated 2019-2022 TIP will be presented to the Tech committee next Tuesday. (FYI- If the project needs to be in the TIP and doesn't get in now, it could be as late as November or later when we have another chance to put it in.)

3. If Non-Grouped, but we have to wait for approval to the use the CBI funds, before putting into the TIP, please let me know what would be the expected time frame for that process to occur.

4. Finally, the RMA has requested the MPO enter into an Interlocal Agreement, in which RMA requests funds from the MPO. As you are aware the MPO has NO CBI to remit to the RMA. Please identify what process the RMA must complete in order to receive reimbursement for CBI funds

Click It or Ticket.
Day and Night. TxDOT

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Tuesday, May 08, 2018 4:58 PM
To: Vanessa Guerra
Subject: FW: Request for LSM (Letting Schedule Modification) - CSJ 0922-33-076 and CSJ 0922-33-093

FYI

From: Ana Duncan
Sent: Wednesday, May 02, 2018 3:51 PM
To: Randy Aguilar; Roberto Rodriguez III
Cc: Gabriel Martinez
Subject: Request for LSM (Letting Schedule Modification) - CSJ 0922-33-076 and CSJ 0922-33-093

Good afternoon,

After meeting with City of Laredo to discuss the status of the Flecha Realignment project, we have determined that we need to move the letting date for both the Calton and Flecha projects from FY 18 to FY 19.

Please submit the LSM for the following projects:

CSJ 0922-33-093
Calton Road (City of Laredo)
Reason: pending Railroad Coordination and Final Design
Letting 8/2018 moved to 8/2019

CSJ 0922-33-076
Flecha Realignment (City of Laredo)
Reason: pending ROW acquisition
Letting: 8/2018 moved to 8/2019

Please also notify the MPO of these updates.
Thank you.

Texas Department of Transportation

Ana A. Duncan, P.E.
Transportation Engineer

TxDOT – Laredo District
1817 Bob Bullock Loop
Laredo, TX 78043
Ph: (956) 712-7460
Email: ana.duncan@txdot.gov

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Thursday, April 05, 2018 9:15 AM
To: Angelica Quijano; Vanessa Guerra
Subject: 2019-2022 TIP Non Grouped Projects

Angie,

This is what I have for Laredo MPO for the 2019-2022 TIP Non Grouped:
2019
0018-06-183
0922-33-177
0922-33-149
0922-33-165 moving to 2021

2020
None

2021
0922-33-165

2022
0018-05-089

Thanks.

Randy Aguilar
Planner
TxDOT Laredo District
956-712-7457

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Thursday, April 05, 2018 9:29 AM
To: Angelica Quijano; Vanessa Guerra
Subject: 0922-33-149

Angie,

I need to check on CSJ:0922-33-149 for 2019. It has a grouped number but it may be for PE only. If it is for construction then we will include it but if its for PE only then we don't have to list it.
I'll get back to you on this.

Randy Aguilar
Planner
TxDOT Laredo District
956-712-7457

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Thursday, April 05, 2018 1:13 PM
To: Angelica Quijano; Vanessa Guerra
Subject: FW: 0922-33-149 Laredo

CSJ:0922-33-149 is eligible for grouped number so we don't have to include it in our list.

From: TPP_STIP
Sent: Thursday, April 05, 2018 12:04 PM
To: Randy Aguilar; TPP_STIP
Subject: RE: 0922-33-149 Laredo

it is eligible for grouping.

From: Randy Aguilar
Sent: Thursday, April 05, 2018 9:34 AM
To: TPP_STIP
Subject: 0922-33-149 Laredo

Question
CSJ:0922-33-149 has a grouped number on P7 but does state for PE phase. It has a 9/18 let date (FY19)
Should it be listed individually in TIP for construction or will it stay grouped and not listed individually?
This is an MPO project.

Randy Aguilar
Planner
TxDOT Laredo District
956-712-7457

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Monday, April 09, 2018 11:04 AM
To: Angelica Quijano
Cc: Vanessa Guerra
Subject: RE: TIP 2019-2022

Yes we have Jacaman in 2021. Airport is 2024.
We need to include Jacaman.
I'll ask for the runs so we can make the summary.
Is there anything else that should be included that yall know of?
I think this is pretty much it.

From: Angelica Quijano [mailto:aquijano@ci.laredo.tx.us]
Sent: Monday, April 09, 2018 10:52 AM
To: Randy Aguilar
Cc: Vanessa Guerra
Subject: TIP 2019-2022
Importance: High

Randy,

I spoke to Vanessa on Friday and she said for me to ask you about Jacaman and Airport. She said to ask you which was moved to 2021 and needs to be included? And also to ask for project summary, financial summary.

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

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Wednesday, May 09, 2018 4:27 PM
To: Vanessa Guerra
Subject: RE: Request for LSM (Letting Schedule Modification) - CSJ 0922-33-076 and CSJ 0922-33-093
Attachments: Laredo MPO 2019_2022.pdf; 2019-2022 Financial Summary Required Highway_STIP MPO V13 AB 072018.xlsx

Vanessa,

Sorry it took so long some of the Runs were not coming out but I finally got it with the Flecha and Calton.
I did notice that 0922-33-178 in 2021 came out but did not see it in previous Runs. It's for World Trade Bridge booths.
I didn't forget about the ongoing projects its that Construction personnel give it to me but they have been out. I'll send it to you as soon as I get it from them.

From: Vanessa Guerra [mailto:vguerra@ci.laredo.tx.us]
Sent: Tuesday, May 08, 2018 5:04 PM
To: Randy Aguilar; Rodolfo Santillan, Jr.
Cc: Roberto Rodriguez III; Nathan R. Bratton; Gabriel Martinez, Jr.
Subject: FW: Request for LSM (Letting Schedule Modification) - CSJ 0922-33-076 and CSJ 0922-33-093

Randy,
Per the information below, please send new financial summary, and 2019 runs including these projects tomorrow. They will be incorporated into the 2019 -2022 TIP going for final approval at the next meeting. Also do not forget the status of ongoing projects listing as requested this week.

Rudy,
Per the changes just in from TxDOT please revise the TIP map to include the projects identified below. I will need it by Thursday. Thanks V.

From: Randy Aguilar [mailto:Randy.Aguilar@txdot.gov]
Sent: Tuesday, May 08, 2018 4:58 PM
To: Vanessa Guerra
Subject: FW: Request for LSM (Letting Schedule Modification) - CSJ 0922-33-076 and CSJ 0922-33-093

FYI

From: Ana Duncan
Sent: Wednesday, May 02, 2018 3:51 PM
To: Randy Aguilar; Roberto Rodriguez III
Cc: Gabriel Martinez
Subject: Request for LSM (Letting Schedule Modification) - CSJ 0922-33-076 and CSJ 0922-33-093

Good afternoon,

After meeting with City of Laredo to discuss the status of the Flecha Realignment project, we have determined that we need to move the letting date for both the Calton and Flecha projects from FY 18 to FY 19.

Please submit the LSM for the following projects:

CSJ 0922-33-093
Calton Road (City of Laredo)
Reason: pending Railroad Coordination and Final Design
Letting 8/2018 moved to 8/2019

CSJ 0922-33-076
Flecha Realignment (City of Laredo)
Reason: pending ROW acquisition
Letting: 8/2018 moved to 8/2019

Please also notify the MPO of these updates.
Thank you.

Texas Department of Transportation

Ana A. Duncan, P.E.
Transportation Engineer

TxDOT – Laredo District
1817 Bob Bullock Loop
Laredo, TX 78043
Ph: (956) 712-7460
Email: ana.duncan@txdot.gov

Click It or Ticket.
Day and Night. TxDOT

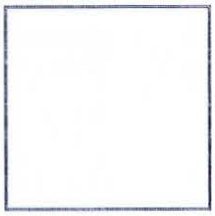
We need to include Jacaman.
I'll ask for the runs so we can make the summary.
Is there anything else that should be included that yall know of?
I think this is pretty much it.

From: Angelica Quijano [mailto:aquijano@ci.laredo.tx.us]
Sent: Monday, April 09, 2018 10:52 AM
To: Randy Aguilar
Cc: Vanessa Guerra
Subject: TIP 2019-2022
Importance: High

Randy,

I spoke to Vanessa on Friday and she said for me to ask you about Jacaman and Airport. She said to ask you which was moved to 2021 and needs to be included? And also to ask for project summary, financial summary.

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



Angelica Quijano

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Monday, April 9, 2018 1:34 PM
To: Angelica Quijano
Subject: RE: TIP 2019-2022

Okay there's more. I had Lori give me the runs for the TIP and we have the following listed. I checked with Roberto and he agreed.
They are:

2019
0922-33-177 River Vega
0018-06-183 Direct Connect

2020
None

2021
0922-33-165 Hachar
0018-06-136 Shiloh to N of Loop Widen
0086-14-078 Jacaman

2022
0018-05-089 Uniroyal Interchange
0086-14-075 Del Mar
0086-14-076 Shiloh
0086-14-079 University

I have the runs and will work on the Summary.

Randy Aguilar
Planner
TxDOT Laredo District
956-712-7457

From: Angelica Quijano [mailto:aquijano@ci.laredo.tx.us]
Sent: Monday, April 09, 2018 1:06 PM
To: Randy Aguilar
Subject: RE: TIP 2019-2022

I think that is it.

From: Randy Aguilar [mailto:Randy.Aguilar@txdot.gov]
Sent: Monday, April 9, 2018 11:04 AM
To: Angelica Quijano
Cc: Vanessa Guerra
Subject: RE: TIP 2019-2022

Yes we have Jacaman in 2021. Airport is 2024.

Vanessa Guerra

From: TPP_STIP <TPP_STIP@txdot.gov>
Sent: Thursday, April 26, 2018 11:22 AM
To: Allison Kurwitz; Amanda Fling; Andrew Chisholm; Angela Gil; Annabel Jurado; Art Estrada Jr; Bill Tobin; Brooke Droptini; Catherine McCreight; Chelsea Dilday; Christina Sheedy; Christina Stokes; Clayton Ripps; Cliff Hallford; Courtney Jones; Dan Perge; Darcie Schipull; Deanne Simmons; Doug Marino; Eduardo Bernal; Elisa Garcia; Epigmenio Gonzalez; Eric Fisher; Evan Roberts; Gary Enos; Glenn Yowell; Hugo Hernandez; Jane Jiang; Jennifer Adams; Jimmy Thompson; Jonathan Bean; Juan Sanchez; Julie Rook; Kirsten Lozano; Kristan Hereford; Kristi Schwartz; Laura Crow; Liz Bullock; Lynn Daniel; Maricela Salinas; Marisabel Ramthun; Mark R. Mosley; Marty Boyd; Megan Campbell; Melba Schaus; Melisa Montemayor; Michael Beaver; Michael Bolin; Michael Dutton; Nathan R. Bratton; Norma Garza; Pam Hasker; Penny Sansom; Randy Aguilar; Rebecca Pinto; Robert Ornelas; Roberto Rodriguez III; Rowdy Cantwell; Roxana Ene; Sara Finch; Scott Ayres; Shannon Hawkins; Shaundra Houston; Shelly Eason; Sonya Hudson; Stephen Gipson; Tamelia Spillman; TE Knight; Terri McCasland; Terry Nix; Victor E. Vourcos; Yalda Shafieimoghadam; Adam Beckom - NCTCOG; 'Alan Clark' (alan.clark@h-gac.com); Alfonso Vallejo - Brownsville MPO; Alicia Justilian - Brownsville MPO; 'Andrew Canon' (acanon@hcmpo.org); Annette Shepard; Antonio Zubieta; Ashby Johnson (ashby.johnson@campotexas.org); Bart Benthul; Brigida Gonzalez; Bryan Miskimen (bmiskimen@ELPASOMPO.ORG); Cameron Walker; Cecilio Martinez (Martinez@alamoareampo.org); Chris Evilia (Cevilia@wacotx.gov); Christie Gotti; Christina Bune ; Clay Barnett; Collins, Ryan; David Jones - Lubbock MPO; Elena Buentello; E'Lisa Smetana (E'Lisa.Smetana@abilenetx.com); Frank Gudino; 'Heather Nick' (hnick@tylertexas.com); Jaimie Lee (jaimie.lee@wichitafallstx.gov); Jeanne Geiger (Geiger@alamoareampo.org); 'Jeff Pollack' (jpollack@cctxmpo.us); jim.dickinson@h-gac.com; Jimmie Lewis; Joel Garza - HSB MPO; Jon Bocanegra (jbocanegra@hcmpo.org); Karen Owen (kowen@longviewtexas.gov); Karl Welzenbach (kwelzenbach@co.grayson.tx.us); Kelly Porter - CAMPO; Kenneth Bunkley ; Lin Barnett (lin.barnett@wichitafallstx.gov); Linda De La Fuente ; Lorrine Quimiro (lquimiro@permianbasinmpo.com); Macie Wyers; Maggie Bergeron (mbergeron@victoriatx.org); Major Hofheins; Mark Lund - Brownville MPO; McRoy, Ed; Michael Howell - Tyler MPO; Michael Medina ; 'Michael Morris' (mmorris@nctcog.org); Muno, Travis - Amarillo MPO; Omar Barrios - NCTCOG; Phillip Tindall - CAMPO; Rea Donna Jones - Texarkana MPO; 'Roger Williams' (rwilliams@ELPASOMPO.ORG); Sid Martinez; Tammy Walker - Lubbock MPO; Vanessa Guerra
Cc: Peggy Thurin; #TPD DIRECTORS; #DE_DDE; Bonnie Sherman; Daniel Dargevics; Hettie Thompson; Jody Shaw; Katie Delong; Kelly Kirkland; Kristopher Lee; Lillie Salas; Linda Oakes; Reane Gilder; Teri Kaplan; Mansour Shiraz; Nick Page; Raymond Sanchez Jr; Sara Garza; Jackie Ploch; Jamye Sawey; Juan Valera-Lema; Julia Ragsdale; Karie Brown; Lindsey Kimmitt; Sandra Chipley; Scott Ford; Sonya Hernandez; Tim Wood
Subject: Grouped Project Definitions - Updated Chart 04/16/2018
Attachments: Grouped Chart 04_16_2018.pdf

The grouped project chart has been updated. Please refer to this chart dated April 16, 2018 for any future documentation. The revision *only* affects the Transit Improvements and Programs definition.

Thanks

Lori A Morel – Transportation Planner
Transportation Planning and Programming Division
118 E. Riverside Drive

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL TRANSIT ADMINISTRATION
819 TAYLOR STREET, RM 8A36
FORT WORTH, TEXAS 76102

FEDERAL HIGHWAY ADMINISTRATION
300 EAST 8TH STREET, RM 826
AUSTIN, TEXAS 78701

April 16, 2018

REFER TO: HPP-TX

Grouped Project Definitions

Mr. Peter Smith
Director, Transportation Planning and
Program Development
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701

Dear Mr. Smith:

Based on recent discussions with the Federal Transit Administration we have agreed to revise the group project definition for the Transit Improvement and Programs Category to include replacement of and acquisition of transit vehicles representing a small expansion of the fleet. The revision is in accordance with 23 CFR 450.218 (j) and applicable classifications under 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93. This revision is effective immediately.

For your reference, enclosed is a new table of approved grouped project categories and definitions (Table 1).

If you have any questions, please contact me or Jose Campos at 512 536 5932.

Sincerely yours,

Michael T. Leary
Director, Planning and Program Development
Federal Highway Administration

Enclosures

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised 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	Right of Way acquisition for any project except added capacity projects 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 Separations	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.

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised April 16, 2018

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
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 System 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 and Programs	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: Projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement, and Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are 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.

Table 2—Exempt Projects

Safety

Railroad/highway crossing.
Projects that correct, improve, or eliminate a hazardous location or feature.
Safer non-Federal-aid system roads.
Shoulder improvements.
Increasing sight distance.
Highway Safety Improvement Program implementation.
Traffic control devices and operating assistance other than signalization projects.
Railroad/highway crossing warning devices.
Guardrails, median barriers, crash cushions.
Pavement resurfacing and/or rehabilitation.
Pavement marking.
Emergency relief (23 U.S.C. 125).
Fencing.
Skid treatments.
Safety roadside rest areas.
Adding medians.
Truck climbing lanes outside the urbanized area.
Lighting improvements.
Widening narrow pavements or reconstructing bridges (no additional travel lanes).
Emergency truck pullovers.

Mass Transit

Operating assistance to transit agencies.
Purchase of support vehicles.
Rehabilitation of transit vehicles[1] .
Purchase of office, shop, and operating equipment for existing facilities.
Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.).
Construction or renovation of power, signal, and communications systems.
Construction of small passenger shelters and information kiosks.
Reconstruction or renovation of transit buildings and structures (e.g., rail or bus buildings, storage and maintenance facilities, stations, terminals, and ancillary structures).
Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way.
Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet[1] .
Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771.

Air Quality

Continuation of ride-sharing and van-pooling promotion activities at current levels.
Bicycle and pedestrian facilities.

Other

Specific activities which do not involve or lead directly to construction, such as:
- Planning and technical studies.
- Grants for training and research programs.
- Planning activities conducted pursuant to titles 23 and 49 U.S.C.
- Federal-aid systems revisions.

Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action.
Noise attenuation.
Emergency or hardship advance land acquisitions (23 CFR 710.503).
Acquisition of scenic easements.
Plantings, landscaping, etc.
Sign removal.
Directional and informational signs.
Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities).
Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity changes.

Note: [1] In PM_{10} and $PM_{2.5}$ nonattainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE: 05-21-18	**SUBJECT:** MOTION Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP): 1. Amending Chapters 1-13, as indicated in attached Exhibits A and B to achieve compliance with the Fixing America's Surface Transportation Act (FAST Act). MTP 15-40/REV 09
INITIATED BY: TXDOT	**STAFF SOURCE:** Nathan Bratton, MPO Director
COMMITTEE RECOMMENDATION: Approval	**STAFF RECOMMENDATION:** Approval.

PREVIOUS ACTION:
On December 15, 2014 the Policy Committee adopted the 2015-2040 Metropolitan Transportation Plan (MTP). The Policy Committee approved revision #1of the MTP on April 20, 2015. On October 19, 2015 the Policy Committee approved revision #2. On March 21, 2016, the Policy Committee approved revision #3 and also approved a ten day public review and comment period for revision #4. On December 21, 2015, the Policy Committee approve the allocation of 4.482 million dollars in Proposition 1, Category 2 (MPO) funds to the project identified as CSJ 2150-04-067 for the widening of pavement to provide additional travel lanes on FM 1472 (Mines Road) from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard with an estimated letting date of August 2016. On June 20th, 2016, the Policy Committee approved the initiation of a 10 day public review and comment period for the proposed MTP revisions. On July 18th, 2016, the Policy Committee approved revision #5 of the MTP. Revision #6 was approved on October 17, 2016. On March 20th, 2017, the Policy Committee initiated a 10 day public review and comment period, which was subsequently adopted on April 17th, 2017. On July 17, 2017, the Policy Committee approved ten day public review and comment period for revision #8, which was also subsequently adopted on August 2, 2017.

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.

The Fixing America's Surface Transportation Act, or FAST Act, was signed into law by President Obama on December 4, 2015. The bill funds surface transportation programs at over $305 billion for fiscal years 2016 through 2002. The emergence of the FAST Act does not represent an abandonment of the programs and planning requirements established under MAP-21, the previous federal transportation bill. In fact, the FAST Act maintains the provisions from MAP-21 with minor revisions and additional requirements.

The existing Laredo 2040 MTP must be updated to bring the document into compliance with the new FAST Act requirements. The outline for the required updates is organized by Chapter and Section.

See attachments for full details of all proposed revisions.

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

Laredo 2045 MTP Update & FAST Act Compliance Project

Outline for Updating the Laredo 2040 MTP for Compliance with the FAST Act

The Fixing America's Surface Transportation Act, or FAST Act, was signed into law by President Obama on December 4, 2015. The bill funds surface transportation programs at over $305 billion for fiscal years 2016 through 2002. The emergence of the FAST Act does not represent an abandonment of the programs and planning requirements established under MAP-21, the previous federal transportation bill. In fact, the FAST Act maintains the provisions from MAP-21 with minor revisions and additional requirements. The most significant changes include:

- MPO officials representing transit providers are granted equal authority to that of other MPO officials. A representative of a transit provider is permitted to also represent a local community.
- MPOs are encouraged to consult with officials responsible for tourism and natural disaster risk reduction when developing Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs).
- The scope of the metropolitan planning process is expanded to include three new planning factors: improving transportation system resiliency and reliability, reducing or mitigating stormwater impacts of surface transportation, and enhancing travel and tourism.
- The MTP must include consideration of the role that intercity buses serve in reducing congestion, pollution, and energy consumption.
- Ports and private providers of transportation (including intercity bus operators and employer-based commuting programs) shall be offered the opportunity to comment on the MTP.
- The MTP must assess capital investment and other strategies that reduce vulnerability of the existing transportation infrastructure to natural disasters.
- The FAST Act continues MAP-21's overall performance management approach.
- The FAST Act includes provisions focused on ensuring the safe, efficient, and reliable movement of freight. The FAST Act establishes a National Multimodal Freight Network, and a National Highway Freight Network.

The existing Laredo 2040 MTP was updated to bring the document into compliance with the new FAST Act requirements. A summary of updates are organized by Chapter and Section below.

Exhibit A

Chapter 1: Planning Context

This chapter provides an overview of the Laredo MPO and the 2040 MTP. References to MAP-21 were updated to reference the FAST Act. Legislative mandates were also updated, and the three new planning factors were introduced.

MPO Structure

This section provides an overview of membership and composition of the MPO Policy and Technical Advisory Committee. The section text has been slightly updated to reflect minor changes in the Technical Advisory Committee representation which occurred in 2015 since the previous MTP adoption.

Legislative Mandates

This section provides a brief background on the past and current federal transportation bills. The FAST Act has been added to the list of federal transportation bills, and acknowledged as the current bill. The section describing the regulations introduced by MAP-21 has been summarized and rewritten to show that the bill is historic and no longer current. A section giving a detailed but concise overview of the FAST Act including any changes, revisions, and additions relevant to the Laredo 2040 MTP was added.

Transportation Planning Factors

This section has been updated to reference to the Final Rule on Statewide and Metropolitan Transportation planning for May 27, 2016 and acknowledge the three additional planning factors that are now required for consideration in the metropolitan planning process. Each of the three new planning factors have been added in the numbered list and include definitions of the factor and importance for considering the factor for the Laredo MPO region. Following addition of these new required planning factors, numbering of the additional planning factors (not required by federal law but considered by the MPO) was also updated.

(NEW) 9. Resiliency and Reliability
(NEW) 10. Reduce or Mitigate Stormwater Impacts
(NEW) 11. Travel and Tourism
(NUMBERING UPDATE) 12. Stewardship of Financial Resources
(NUMBERING UPDATE)13. Consideration of All Groups of People

Development and Content of the Metropolitan Transportation Plan

The CFR citation number was updated to 23 CFR § 450.324 to reflect current FAST Act regulation reference. The content of the table was updated to reflect updates of the new regulation (including consideration of intercity buses, and reference to reducing vulnerability to natural disasters). A section to the table on performance measures was also added.

Consistency with State Plans

Relevant state plans, particularly TxDOT plans, are referenced in this section. The references were updated to reference the most recent version of each plan.

Exhibit A

Strategic Plan (2013-2017)

Updated reference to the Strategic Plan for 2017-2021.

Texas Strategic Highway Plan (SHSP)

Updated reference and image to the Texas Strategic Highway Safety Plan for 2017-2022.

Report on Texas Bridges (as of September 2012)

Updated reference to Report on Texas Bridges (as of 2016).

Unified Transportation Program (UTP)

Updated reference and image to Unified Transportation Program for 2018.

(NEW) Texas Freight Mobility Plan

Reference to the 2017 Texas Freight Mobility Plan was added.

Other Related Plans

In addition to statewide plans, other related plans are identified in this section. Text has been added to include completion of the most recent Transit Development Plan in 2017 to demonstrate the additional coordination with FAST Act guidelines that further stress the role of public transportation in metropolitan planning considerations. In addition, the Limited English Proficiency that was adopted in 2016 has been added to the list of related plans to further demonstrate the MPOs' commitment to planning to involve all people and additional Public Participation Planning activities.

MTP Planning Process

Figure 1-1 shows the flow of inputs, analysis, and public participation involved in the development of the 2040 MTP. While the MTP was developed under the provisions of MAP-21 as noted in the flowchart, due to the signing of the FAST Act in 2015, this graphic was revised in 2018 for compliance with new provisions from the bill.

(NEW) Performance Measures

A section on Performance Measures was added to replace the subsection on performance measures in the MAP-21 portion of "Legislative Mandates". The Laredo MPO will adopt the federally required performance measures in coordination with TxDOT. The Laredo MPO will adopt the first target for safety performance measures using TxDOT's target of two percent reduction by 2033. The MPO will continue coordination with TxDOT on data collection, analysis, reporting, and target setting for the additional performance measures as they are released. Adoption of the remaining performance targets will occur in the 2045 MTP.

MTP Overview

This section provides a brief summary and outline of the rest of the document and chapters. Reference to Chapter 11, which was originally titled "Safety and Security", has been updated to better reflect FAST Act requirements and is now titled "Safety, Security, and Resiliency".

Chapter 2: Regional Context

This chapter describes the geography, history, land use, land use policies, historic districts, and major destinations/traffic generators within the Laredo MPO. This chapter is not affected by the new FAST Act requirements and does not need any updates for compliance.

Chapter 3: Socioeconomic Data

This chapter describes the socioeconomic data and analysis of that data involved in making the recommendations of the 2040 MTP. This chapter is not affected by the new FAST Act requirements and does not need any updates for compliance.

Chapter 4: Public Participation

This chapter describes the public outreach process that was used to gather input on the MTP development. While this chapter documents a public outreach process that has already been completed, a new section will be added to describe the new requirements from the FAST Act and how the process has been updated.

Planning Context

This section summarizes the public outreach efforts that were coordinated in the development of the Laredo 2040 MTP. Text has been added to indicate updates to the Public Participation Plan which were adopted in 2017 for compliance with the FAST Act. It indicates the inclusion of representatives for public ports and private providers of transportation in the stakeholder database to provide better coordination. It notes that while Employer-based transit incentives are not currently in place, there has been interest from private industry on the potential for advancing these types of initiatives in the future. This coordination is included in the most recent Transit Development Plan and Marketing Plan and referenced in this text addition.

Chapter 5: Roadways

This chapter provides a detailed overview of the roadways within the MPO region – the classifications, traffic volumes, level of service, crash data, bridges, border crossings, best practices, and more. This chapter has been updated to include sections on the National Freight Highway Network and the National Multimodal Freight Highway Network. References to MAP-21 were also appropriately updated to references to the FAST Act. Updated maps of these newly designated networks are included and numbering of maps has been updated throughout this chapter accordingly.

National Highway System

Section text was briefly updated to reference policy guidance provided by FHWA on principal arterials designated by the NHS under the FAST Act.

(NEW) National Freight Highway Network

This section provides a brief overview of the National Freight Highway Network and details the hierarchy of subsystem roadways within the NFHN. The section identifies and includes a new map of assets that are part of the NFHN within the Laredo MPO region.

(NEW) National Multimodal Freight Network

This section provides an overview of the National Multimodal Freight Network and identifies which assets are part of the NMFN within the Laredo MPO region. This section now includes a map identifying these local assets designated as part of the NMFN.

Best Practices and Strategies for Roadway Improvements

This section describes strategies for preserving, maintain, and improving the operational efficiency of the transportation system. A subsection on Resiliency and Reliability will be added to address strategies to reduce the vulnerability of the existing transportation infrastructure to natural disasters.

(NEW) Resiliency and Reliability

Under the FAST Act, the MTP must include 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. This section will discuss the risks associated with natural disasters, and propose a GIS based strategy to assess the roadway infrastructure within the MPO region for vulnerabilities to natural disasters that will be applied in the 2045 MTP. This section will also address the reduction or mitigation of stormwater impacts on surface transportation.

Crash Data

Text has been updated in this section to note that additional information on safety performance measures has been added to Chapter 13 of the 2040 MTP to meet performance monitoring related requirements of the FAST Act.

Best Practices and Strategies for Roadway Improvements

This section identifies strategies employed by the MPO to preserve and maintain transportation infrastructure. The section text was updated to include references to new planning factors: resilience and reliability and reduce/mitigate stormwater impacts as required by the FAST Act. A new Stormwater Management Section was added for compliance with the FAST Act requirements and to detail relevant state and local design guidance for stormwater management.

Travel Demand Management

This section describes the means to influencing travel patterns and behavior to improve system performance by decreasing or shifting travel demand. This section was updated to add strategies for intercity buses and employer-based commuting programs such as carpool, vanpool, transit benefit, parking cash out, shuttle, and telework programs.

Land Use and Urban Design Considerations

This section describes the best practices that the Laredo MPO uses in regard to land use and urban design considerations for the region. The FAST Act requires consideration of the Urban Street Design Guide (NACTO) and the Highway Safety Manual (AASHTO). This section was updated to include that these two documents will be used as references when developing design criteria and standards.

(NEW) Travel and Tourism

One of the new planning factors required by the FAST Act is enhance travel and tourism. This section was updated to note how the Laredo MPO region has been working to incorporate tourism into the planning process, including representative organizations for the MPO technical committee and to note that representatives from travel and tourism are included in the updated Public Participation Plan and interested parties/stakeholder list.

Chapter 6: Public Transportation

This chapter reviews and analyzes the transit systems available within the Laredo MPO area. The FAST Act places an emphasis on how intercity buses can contribute to congestion relief. Minor text updates in this chapter were made for consistency with terms used in the new FAST Act requirements – specifically to "intercity bus" and "vanpools".

Service Performance Measures

This section provides information on operational performance measures used to identify levels of operating and cost efficiency and effectiveness for public transportation services. Text in this section was updated to clarify the difference between the federally required performance measures from the FAST Act and these more general service performance measures that are used to evaluate transit performance. Text was also updated to include information on the TAM Final Rule and reference to a Memorandum of Understanding (MOU) that has been adopted between the MPO, TxDOT, and El Metro.

Greyhound

This section describes Greyhound operations, which is the major private provider of transportation in the region. The section was retitled "Intercity" and slightly rewritten to give greater emphasis and recognition to the service as an intercity city bus. An introductory narrative was added, noting the significance of intercity buses in the region. International bus services crossing the border have also been added to this section.

System Preservation and Maintenance

This section identifies how public transportation system preservation and maintenance are conducted in the region. The title of this section has been updated to "System Resiliency and Maintenance" to more appropriately capture new language and direction of the FAST Act. Text has been added to indicate the recently completed Asset Management Plan that was developed in line with the most recent Transit Development Plan update and to meet FAST Act requirements for more prescribed public transportation asset management practices.

Land Use and Development Considerations

This section identifies the importance of land use and transportation interactions in developing effective public transportation in the region, including incorporating appropriate design guidance in land use planning. The FAST Act requires that the AASHTO Highway Safety Manual and the NACTO Urban Street Design Guide be considered in developing design criteria. Text in this section was updated to reference these documents in developing design criteria.

Chapter 7: Bicycle and Pedestrian

This chapter describes the needs and planned projects related to bicycle and pedestrian infrastructure in the region. This chapter is not significantly affected by the new FAST Act requirements.

Bicyclist and Pedestrian Safety Projects

Under MAP-21, funding for funding for bicycle and pedestrian projects was provided under the Transportation Alternatives Program (TAP). The FAST Act; however, eliminates the TAP and replaces it with Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These TA funds include all projects and activities that were previously eligible under TAP including pedestrian and bicycle facilities, recreational trails, and SRTS projects. Text has been updated in this section to indicate this change in funding mechanisms.

Chapter 8: Airport

This chapter discusses the existing conditions of the Laredo International Airport, including the physical characteristics and operational statistics, forecast of future traffic, and strategies to improve the operations of the airport.

Proposed Strategies

This section describes strategies to continue investment in LRD and enhance Laredo's ability to attract businesses and passengers. Text will be added to this section to describe strategies regarding enhancing travel and tourism as per FAST Act provisions.

Accessibility

This section describes how providing safe and secure facilities at airports is essential to attracting passengers. Text has been added to note that safe and secure facilities are essential to attracting passengers and "enhancing travel and tourism" as well since this subject is provided greater attention within the FAST Act provisions.

Chapter 9: Freight and Goods Movement

This chapter describes the freight activities in the Laredo MPO region and addresses infrastructure, projected freight flows, and issues and challenges faced by the freight industry. References to MAP-21 has been updated to reference the FAST Act.

Congressional High Priority Corridors

This section describes corridors designated as priority corridors. The National Highway Freight Network and the National Multimodal Freight Network were introduced in Chapter 5. A brief acknowledgement and summary on these systems has been added within this section as well.

Highway Network

Text was added to identify the roadways that are designated as part of the National Highway Freight Network and the National Multimodal Freight Network within the Laredo MPO region.

Railroad Network

Text was added to identify railroad assets that are designated as part of the National Multimodal Freight Network within the Laredo MPO region.

Texas Freight Mobility Plan Listening Session

Text in this section was updated to note that the current Texas Freight Plan was adopted in 2017 and how it helps to meet FAST Act requirements to develop comprehensive short- and long-range freight planning and investments. The section title was updated to "Texas Fright Mobility Plan" now that this has been completed. References to MAP-21 were also updated to reference the FAST Act appropriately.

Chapter 10: Congestion Management Process

This chapter describes the congestion management process for the Laredo MPO region. The FAST Act provides examples of employer based travel demand reduction strategies – intercity bus, employer based programs (carpool, vanpool, transit benefits, parking cash-out, telework). The FAST Act also adds job access projects as a CMP strategy. This chapter was updated to reference these new provisions.

Identification of Strategies

This section text was updated to add reference to intercity bus and employer-based commuting programs to the examples of Transportation Demand Management strategies. Text was also updated to include reference to the Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD) program that provides competitive grants for the development of advance technology and congestion management. This program was established under the FAST Act.

Chapter 11: Safety and Security

This chapter describes the responsibilities of MPOs to ensure the security and safety of the transportation system by coordinating with agencies that have direct influences on specific security, safety, or emergency planning. The chapter title has been updated to "Safety, Security, and Resilience" in recognition of new provisions for resiliency planning under the FAST Act. Much of the text in the original document already includes resiliency planning but this title change and text updates within the chapter to include the term "resiliency" better help to incorporate FAST Act provisions. References to MAP-21 were appropriately updated to reference the FAST Act throughout this chapter.

Introduction

This section provides high level definitions for safety and security. The section has been updated to include reference to the FAST Act planning factor for resilience. The added text distinguishes security and resilience concepts and describes how they are addressed in the chapter. Additional information specific to stormwater management has also been added to further clarify how stormwater management responsibilities are carried out in the region.

Federal Highway Administration

This section summarizes the safety efforts that the FHWA undertakes. The new safety performance measures as part of the FAST Act and MPO planning process are noted in a final bullet point on efforts.

State Agencies – Texas Department of Transportation

Section text was updated to include reference to the TxDOT *Hydraulic Design Manual,* which includes a section on Stormwater Management. This text was added per FHWA direction as a means to address stormwater mitigation activities.

Regional and Local Agencies – Webb County

This section was updated to reference to the functions of the Webb County Planning Department in relation to resiliency as per new FAST Act provisions and planning factors. The Webb County Planning and Physical Development Department is involved in supporting the resiliency of the transportation system through regulatory enforcement of land use and development activities including floodplain development permits and building permits in compliance with federal laws and local regulations. The department also provides technical assistance for issues related to water and wastewater facilities, transportation, road and drainage improvements, parks and recreational facilities, and public buildings. Through coordination with multiple representatives from both the private and public sectors, the department develops and maintains GIS data that is essential to planning for safety, security, and resilience. GIS data collected by the department can be used to identify transportation assets vulnerable to natural disasters and extreme weather events as well as utilization by emergency response providers.

City of Laredo Plan – Emergency Management Plan

A reference was added in this section to a web resource which acts as a hub for emergency operations as per guidance from FHWA's checklist regarding the FAST Act and demonstrating coordination of regional plans with emergency management planning activities.

Chapter 12: Financial Plan and Recommended Planned Improvements

This chapter discusses the long range financial constraints and opportunities for the Laredo MPO region over the 25-year horizon. This plan includes details on recommended projects for the region.

Funding Sources

Text describing that the future funding source is uncertain has been removed. This was written with the expected expiration of MAP-21 and when a future federal transportation bill had not been fully developed. The funding source is now certain with passage of the FAST Act. Text was updated accordingly.

Roadway and Bicycle/Pedestrian Funding Source

This section includes a table of various roadway and pedestrian/bicycle related funding sources from TxDOT and funding allocations. Text was updated slightly to clarify that the funding structures identified were ones available at the time of the MTP plan.

Chapter 13: Benefits, Impacts, and Next Steps

This chapter quantifies some of the benefits and impacts of the plan and discusses next steps for implementation of the plan. References to MAP-21 were appropriately updated to the FAST Act throughout the chapter.

Benefits and Impacts

This section identifies the goals considered in developing transportation improvements. Bullets in this section were rearranged to update the order of goals to be consistent the order and updated planning factors identified in Chapter 1. Additional references to resilience and reliability were added in text to be consistent with the FAST Act updated planning factors.

Economic Benefits

Minor text edits were included to add reference to the new FAST Act planning factor "enhance travel and tourism".

Environmental Assessment

The FAST Act introduced the reduction or mitigation of stormwater from surface transportation. This section text was edited to include reference and acknowledgement of this new planning factor.

Environmental Mitigation Activities

References to MAP-21 were removed and reference to stormwater reduction/mitigation was added based on new FAST Act planning factors.

Exhibit B (the draft 2020-2045 MTP revisions) may be located in the attached CD or at the following link.

www.cityoflaredo.com/planning/mpo/external/MTP_2015_2045_ch1-13.pdf

Background materials

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(q) 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)

D. Discussion with possible action to allocate CBI funds to the North Laredo Webb County Transportation Planning Study, pending execution of an Advanced Funding Agreement between TxDOT and the WCCL RMA.

Thanks, Vanessa. I have forwarded the language to the Chairman and the RMA legal adviser for their review. I asked them to review and respond asap.

Thank you.

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

From: Vanessa Guerra [mailto:vguerra@ci.laredo.tx.us]
Sent: Wednesday, May 16, 2018 11:39 AM
To: Antonio Rodriguez <anrodriguez@HNTB.com>
Cc: Nathan R. Bratton <nbratton@ci.laredo.tx.us>
Subject: FW: North Laredo-Webb County Transportation Planning Study

Good morning Anthony,

Nathan has requested that your proposed agenda item language be revised to read as follows:

Discussion with possible action to enter into a Memorandum of Understanding (MOU) with the WCCL RMA with respect to the North Laredo-Webb County Transportation Planning Study.

Please let me know if this is acceptable. Thank you.

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

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From: Antonio Rodriguez [mailto:anrodriguez@HNTB.com]
Sent: Wednesday, May 16, 2018 10:30 AM
To: Mayor Saenz
Cc: Melisa Montemayor - TxDOT - Laredo District (melisa.montemayor@txdot.gov); Horacio A. De Leon Jr.; Ruben Soto (rubensotocpa@sbcglobal.net); Richard Ridings; Juan J. Cruz; Brian L. O'Reilly (BOReilly@lockelord.com); Vanessa Guerra
Subject: FW: North Laredo-Webb County Transportation Planning Study

Mr. Mayor, I hope you are doing well. Regarding the attached item that we received from Mr. Bratton on Monday, we are already coordinating directly with TxDOT on the development of the Advanced Funding Agreement (AFA) for the North Laredo Webb County Transportation Planning Study. The AFA itself, will be an agreement directly between the WCCL RMA and TxDOT.

As for the draft MOU, this has been developed and distributed to the Policy Committee members as a follow-through on the action item from last month's MPO Policy Committee where the resolution did call for an MOU between the RMA and the MPO for this study. Since the actual agreement (AFA) in use of funds will be between the RMA and TxDOT, the MOU will simply be more ceremonial at this point. It can move forward and be executed at next week's MPO Policy Committee Meeting, or it can also be cancelled. That is a decision that the Policy Committee should probably make. To reach that decision in next week's meeting, we propose the following agenda item:

Policy Committee to consider following through and executing the draft Interlocal Agreement developed by the WCCL RMA Legal Adviser with the revision in the language of the document that payment of the effort for the North Laredo Webb County Transportation Planning Study to be conducted directly by TxDOT via an Advanced Funding Agreement. No payment will be made for this effort from the MPO.

Please let me know if you have any questions.

Sincerely,

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

From: Antonio Rodriguez
Sent: Wednesday, May 16, 2018 9:48 AM
To: Juan J. Cruz <jcruz@jca-law.com>; 'Brian L. O'Reilly' <BOReilly@lockelord.com>; 'Ruben Soto' <rubensotocpa@sbcglobal.net>; 'Melisa Montemayor - TxDOT - Laredo District' <melisa.montemayor@txdot.gov>
Cc: Richard Ridings <RRidings@HNTB.com>; Carlos Lopez <clopez@HNTB.com>
Subject: RE: North Laredo-Webb County Transportation Planning Study

Thanks, Juan.

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

From: Juan J. Cruz [mailto:jcruz@jca-law.com]
Sent: Wednesday, May 16, 2018 9:46 AM
To: Antonio Rodriguez <anrodriguez@HNTB.com>; 'Brian L. O'Reilly' <BOReilly@lockelord.com>; 'Ruben Soto' <rubensotocpa@sbcglobal.net>; 'Melisa Montemayor - TxDOT - Laredo District' <melisa.montemayor@txdot.gov>
Cc: Richard Ridings <RRidings@HNTB.com>; Carlos Lopez <clopez@HNTB.com>
Subject: RE: North Laredo-Webb County Transportation Planning Study

The MOU has been sent to the members of the MPO.

Thanks,

J.Cruz & Associates, LLC

Juan J. Cruz
Attorney at Law
216 W. Village Blvd., Suite 202 • Laredo, Texas 78041
Tel: (956) 717-1300 • Fax: (956) 717-0539
jcruz@jca-law.com

The College of the State Bar of Texas
Professionalism Through Education

From: Antonio Rodriguez <anrodriguez@HNTB.com>
Sent: Wednesday, May 16, 2018 9:43 AM
To: Brian L. O'Reilly (BOReilly@lockelord.com) <BOReilly@lockelord.com>; Ruben Soto (rubensotocpa@sbcglobal.net) <rubensotocpa@sbcglobal.net>; 'Juan J. Cruz' <jcruz@jca-law.com>; Melisa Montemayor - TxDOT - Laredo District (melisa.montemayor@txdot.gov) <melisa.montemayor@txdot.gov>
Cc: Richard Ridings <RRidings@HNTB.com>; Carlos Lopez <clopez@HNTB.com>
Subject: RE: North Laredo-Webb County Transportation Planning Study

Team, Melisa and I spoke about this item. In general, it is as we discussed last Monday at the Board Meeting, that the AFA will be between the RMA and TxDOT. The letter attached does not change that. However, regarding the MOU, in principal we need to still submit it to the members of the Policy Committee of the MPO for their review since that was the action item from last month's MPO meeting. Now, the MPO Policy Committee could decide to not need the MOU since the formal agreement regarding funds will be directly with the RMA and the TxDOT.

Melisa, please chime in if I am stating anything incorrectly. Juan, regarding the draft MOU, I believe that this has already been distributed to the members of the MPO Policy Committee, correct? Please confirm. If it has not, we will need to distribute to their attention today.

Thank you.

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

From: Antonio Rodriguez
Sent: Tuesday, May 15, 2018 9:06 AM
To: Melisa Montemayor - TxDOT - Laredo District (melisa.montemayor@txdot.gov) <melisa.montemayor@txdot.gov>
Cc: Ruben Soto (rubensotocpa@sbcglobal.net) <rubensotocpa@sbcglobal.net>; Brian L. O'Reilly (BOReilly@lockelord.com) <BOReilly@lockelord.com>; Richard Ridings <RRidings@HNTB.com>
Subject: FW: North Laredo-Webb County Transportation Planning Study

Melisa, please see the attached. It's a letter from Nathan on the Transportation Study.

I will give you a call later today to get your thoughts.

Thanks.

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

From: O'Reilly, Brian [mailto:BOReilly@lockelord.com]
Sent: Monday, May 14, 2018 6:55 PM
To: rubensotocpa@sbcglobal.net
Cc: Antonio Rodriguez <anrodriguez@HNTB.com>
Subject: FW: North Laredo-Webb County Transportation Planning Study

Ruben,

Juan sent me the attached letter he received today. Has anyone spoke to Melissa about this letter yet? If not, I think we should try to set up a call with Melissa to discuss.

Brian

This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.
This e-mail and any files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are NOT the intended recipient and receive this communication, please delete this message and any attachments. Thank you.

Vanessa Guerra

From: Juan J. Cruz <jcruz@jca-law.com>
Sent: Monday, May 14, 2018 3:54 PM
To: Angelica Quijano; Pete Saenz; 'George Altgelt'; Roberto Balli; 'Charlie San Miguel '; 'Tano E. Tijerina'; 'John Galo'; 'Paty Sanmiguel'; 'Jesse Gonzalez'; 'Melisa Montemayor'; 'David Salazar'
Cc: Nathan R. Bratton; Vanessa Guerra; 'Ruben Soto Jr. Board Member'; bcassidy@lockelord.com
Subject: RE: North Laredo-Webb County Transportation Planning Study

Mr. Bratton,

Thank you for your correspondence of today, May 14, 2018. The RMA is aware of the funding process that you stated in your correspondence of today, May 14, 2018. As such, there will be a separate Agreement that the RMA will work out with TxDOT, as required. However, the MOU between the RMA and MPO was prepared as previously discussed and acted upon by the MPO at the last meeting that I attended. The RMA simply followed up on the MPO's action, which was stated on the record that you and I attended. If the MOU was not going to be required, it would have been better that you let me know earlier instead after time and expense has been incurred by the RMA in the preparation of the MOU.

If the MPO has taken action to rescind the prior action at a meeting, please kindly send me the meeting minutes so that I can discuss the same with the RMA.

Please know that the RMA will continue to work cooperatively with the MPO to address the transportation issues affecting our city.

Regards,

Juan J. Cruz
Attorney at Law
216 W. Village Blvd., Suite 202 • Laredo, Texas 78041
Tel: (956) 717-1300 • Fax: (956) 717-0539
jcruz@jca-law.com


The College of the State Bar of Texas
Professionalism Through Education

From: Angelica Quijano <aquijano@ci.laredo.tx.us>
Sent: Monday, May 14, 2018 11:54 AM
To: Pete Saenz <psaenz@ci.laredo.tx.us>; George Altgelt <georgealtgelt@gmail.com>; Roberto Balli <robertoballi@ci.laredo.tx.us>; Charlie San Miguel <cmcharliesanmiguel@gmail.com>; Tano E. Tijerina <webbcountyjudge@webbcountytx.gov>; John Galo <jgalo@webbcountytx.gov>; Paty Sanmiguel <psanmiguel@webbcountytx.gov>; Jesse Gonzalez <jesseg@webbcountytx.gov>; Melisa Montemayor <melisa.montemayor@txdot.gov>; David Salazar <david.salazar@txdot.gov>; 'jcruz@jca-law.com' <jcruz@jca-law.com>
Cc: Nathan R. Bratton <nbratton@ci.laredo.tx.us>; Vanessa Guerra <vguerra@ci.laredo.tx.us>
Subject: North Laredo-Webb County Transportation Planning Study

Good morning MPO Policy Committee members,

Attached please find a copy of the signed MPO letter, dated May 14, 2018, addressed to Juan J. Cruz of J. Cruz & Associates, LLC., regarding the development of the North Laredo-Webb County Transportation Planning Study. The letter will also be hand delivered. If you have any questions or need any additional information, please do not hesitate to contact our offices at 794-1613. Thank you.

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

Vanessa Guerra

From: Angelica Quijano
Sent: Monday, May 14, 2018 11:54 AM
To: Pete Saenz; George Altgelt; Roberto Balli; Charlie San Miguel ; Tano E. Tijerina; John Galo; Paty Sanmiguel; Jesse Gonzalez; Melisa Montemayor; David Salazar; 'jcruz@jca-law.com'
Cc: Nathan R. Bratton; Vanessa Guerra
Subject: North Laredo-Webb County Transportation Planning Study
Attachments: N. Laredo Webb County Transp. Planning Study-05142018100025.pdf

Good morning MPO Policy Committee members,

Attached please find a copy of the signed MPO letter, dated May 14, 2018, addressed to Juan J. Cruz of J. Cruz & Associates, LLC., regarding the development of the North Laredo-Webb County Transportation Planning Study. The letter will also be hand delivered. If you have any questions or need any additional information, please do not hesitate to contact our offices at 794-1613. Thank you.

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

Laredo Urban Transportation Study

Metropolitan Planning Organization

May 14, 2018

Juan J. Cruz
J. Cruz & Associates, LLC
Village Plaza
216 West Village Boulevard, Suite 202
Laredo, TX 78041

RE: Agenda Item – Interlocal Agreement between Webb County-City of Laredo Regional Mobility Authority and Laredo Urban Transportation Study, Metropolitan Planning Organization for development of the North Laredo-Webb County Transportation Planning Study.

Dear Mr. Cruz,

The MPO has received your letter dated May 7, 2018, however payment for the project is not an MPO responsibility. TxDOT is responsible for reimbursing funds because federal Coordinated Border Infrastructure Funds are to be used. In this regard TxDOT needs to advise the MPO of whether the project will be handled as a "grouped" project or a "non-grouped" project. If it is determined that it is a grouped project by TxDOT then they will issue an Advanced Funding Agreement (AFA) with the RMA. If it is determined that it is a non-grouped project then it will require the MPO to submit a revision to the State Transportation Improvement Program to include the project. This includes a public hearing and comment period. Once this process has been completed, TxDOT will then enter into an AFA with the RMA The Texas Department of Transportation (TxDOT), and not the MPO, would remit said funds per the requirements of an executed Advanced Funding Agreement.

Given this process, the contract you sent does not apply to the MPO. Should you or your client desire an item to address the MPO's role, please let me know no later than noon May 16, 2018. With respect to the AFA please contact the TxDOT District Office for further information regarding said Advanced Funding Agreement.

Respectfully,

Nathan Bratton
MPO Director

1120 SAN BERNARDO AVE. P.O. BOX 579 LAREDO, TEXAS 78042-0579 (956) 794-1613 FAX (956) 794-1624

Honorable Pete Saenz
Mayor of Laredo and Chairperson
MPO Policy Committee
1110 Houston Street, 3rd Floor
Laredo, Texas 78040

Honorable Tano E. Tijerina
Webb County Judge
1000 Houston St., 3rd Floor
Laredo, Texas 78040

Honorable George Altgelt
City Councilmember, District VII
1110 Houston Street
Laredo, Texas 78040

Honorable Charlie San Miguel
City Councilmember, District VI
1110 Houston Street
Laredo, Texas 78040

David M. Salazar, Jr.
TxDOT District Engineer
1817 Bob Bullock Loop
Laredo, Texas 78043

Melisa Montemayor
TxDOT District Administrator
1817 Bob Bullock Loop
Laredo, Texas 78043

Honorable Roberto Balli
City Councilmember, District VIII
1110 Houston Street
Laredo, Texas 78040

Honorable John Galo
Webb County Commissioner, Pct. 3
1000 Houston St., 1st Floor
Laredo, Texas 78040

Honorable Jesse Gonzalez
Webb County Commissioner, Pct. 1
1000 Houston St., 1st Floor
Laredo, Texas 78040

Kristina Laurel Hale
City Attorney
1110 Houston Street
Laredo, Texas 78040

Vanessa Guerra

From: Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>
Sent: Monday, May 14, 2018 11:07 AM
To: Vanessa Guerra
Cc: Melisa Montemayor; Randy Aguilar; Nathan R. Bratton
Subject: RE: 635,000 for RMA to perform North Laredo Study

Vanessa,
As discussed during our phone conversation earlier today, We will not include this project on the ongoing STIP revision. We are working to obtain approval from Feds to use CBI funds for the study.

The Advanced Funding Agreement to use CBI funds will be between TxDOT and the RMA.

Please let us know if you need additional information.

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

From: Vanessa Guerra [mailto:vguerra@ci.laredo.tx.us]
Sent: Friday, May 11, 2018 10:26 AM
To: Roberto Rodriguez III
Cc: Melisa Montemayor; Randy Aguilar; Nathan R. Bratton
Subject: 635,000 for RMA to perform North Laredo Study

At the April MPO meeting the Policy Committee authorized the RMA to perform a study of north Laredo, with an estimated total cost of 635,000, or $508,000 (80%) in CBI funds and $127,000 (20%) in RMA funds.

Questions/Requests:

1. Does TxDOT consider this a Grouped or Non-Grouped project?

2. If Non-Grouped, please send updated runs and financial summary today, as the final updated 2019-2022 TIP will be presented to the Tech committee next Tuesday. (FYI- If the project needs to be in the TIP and doesn't get in now, it could be as late as November or later when we have another chance to put it in.)

3. If Non-Grouped, but we have to wait for approval to the use the CBI funds, before putting into the TIP, please let me know what would be the expected time frame for that process to occur.

4. Finally, the RMA has requested the MPO enter into an Interlocal Agreement, in which RMA requests funds from the MPO. As you are aware the MPO has NO CBI to remit to the RMA. Please identify what process the RMA must complete in order to receive reimbursement for CBI funds

J.Cruz
& Associates, LLC

Village Plaza · 216 West Village Blvd., Suite 202 · Laredo, Texas 78041
Phone: (956) 717-1300 · Fax: (956) 717-0539
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svillarreal@jca-law.com

of counsel:

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mbartley@jca-law.com

BEVERLY DAVIDEK
bdavidek@jca-law.com

May 7, 2018

(Via Hand Delivery)

Honorable Pete Saenz
Mayor of Laredo and Chairperson
MPO Policy Committee
1110 Houston Street, 3rd Floor
Laredo, Texas 78040

Honorable Tano E. Tijerina
Webb County Judge
1000 Houston St., 3rd Floor
Laredo, Texas 78040

Honorable George Altgelt
City Councilmember, District VII
1110 Houston Street
Laredo, Texas 78040

Honorable Charlie San Miguel
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1110 Houston Street
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Honorable John Galo
Webb County Commissioner, Pet. 3
1000 Houston St. 1st Floor
Laredo, Texas 78040

Honorable Jesse Gonzalez
Webb County Commissioner, Pet. 1
1000 Houston St. 1st Floor
Laredo, Texas 78040

Kristina Laurel Hale
City Attorney
1110 Houston Street
Laredo, Texas 78040

RE: Agenda Item - Interlocal Agreement between Webb County-City of Laredo Regional Mobility Authority and Laredo Urban Transportation Study Metropolitan Planning Organization for Development of the North Laredo-Webb County Transportation Planning Study

Dear MPO Board Members:

Attached please find the Interlocal Agreement for Development of the North Laredo-Webb County Transportation Planning Study approved by the

Webb County-City of Laredo Region Mobility Authority at its May 7, 2018 board meeting. On behalf of the RMA, I respectfully request this Interlocal Agreement be placed on the agenda for the next MPO Policy Committee meeting. Thank you for ensuring that the enclosed Agreement is posted in accordance with the Texas Open Meeting Act.

Should you have any questions regarding this matter, please do not hesitate to contact me.

Sincerely,

J. Cruz & Associates, LLC

Juan J. Cruz
Attorney at Law

cc: Nathan Bratton ***(Via E-Mail)***
MPO Director

Ruben Soto ***(Via E-Mail)***
WC-CL RMA Chair

Antonio Rodriguez ***(Via E-Mail)***
WC-CL RMA GEC Deputy Program Manager

INTERLOCAL AGREEMENT BETWEEN
WEBB COUNTY-CITY OF LAREDO REGIONAL MOBILITY AUTHORITY
AND
LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION
FOR DEVELOPMENT OF THE
NORTH LAREDO-WEBB COUNTY TRANSPORTATION PLANNING STUDY

This Interlocal Agreement (the "Agreement") is entered into by and between the Webb County-City of Laredo Regional Mobility Authority ("WC-CL RMA"), a political subdivision of the State of Texas and acting through its Board of Directors, and the Laredo Urban Transportation Study Metropolitan Planning Organization ("Laredo MPO") a governmental entity, acting through its Metropolitan Planning Organization Policy Committee, for the purpose of developing the North Laredo-Webb County Transportation Planning Study (the "Planning Study"). The WC-CL RMA and Laredo MPO are hereafter collectively referred to as the "Parties."

WITNESSETH

WHEREAS, the Laredo MPO is a metropolitan planning organization created and operating pursuant to 23 United States Code sections 134-135 and Chapter 472, Subchapter D of the Texas Transportation Code; and

WHEREAS, the WC-CL RMA is a regional mobility authority created and operating pursuant to Chapter 370 of the Texas Transportation Code (the "RMA Act") and 43 Tex. Admin. Code §26.01 *et seq.* (the "RMA Rules"); and

WHEREAS, Chapter 791 of the Texas Government Code provides that local governments may contract with each other for the performance of governmental functions or services in which the contracting parties are mutually interested; and

WHEREAS, Section 370.033 of the RMA Act provides that regional mobility authorities may enter into interlocal agreements with other governmental entities for project development related services; and

WHEREAS, the proposed Planning Study seeks to identify and prioritize major transportation improvements for the rapidly developing area of Laredo-Webb County bounded by the Rio Grande, State Highway (SH) 225, Interstate Highway (IH) 35, and Interstate 69W; and

WHEREAS, the Laredo MPO has identified $635,000.00 of its allocated Coordinated Border Infrastructure Program funds (the "MPO Funds") that are available to conduct the Planning Study; and

WHEREAS, on April 16, 2018, the Laredo MPO Policy Committee, authorized an agreement with the WC-CL RMA to develop the Planning Study and to reimburse the WC-CL RMA for costs incurred to develop the Planning Study for an amount not to exceed eighty percent (80%) of the MPO Funds.

WHEREAS, WC-CL RMA will work closely with the Laredo MPO to ensure its needs are met through the development of the Planning Study; and

NOW THEREFORE, BE IT RESOLVED in consideration of the mutual covenants and promises by the parties, WC-CL RMA and Laredo MPO hereby agrees as follows:

I. FINDINGS

Recitals. The recitals set forth above are incorporated hereinto for all purposes and are found by the Parties to be true and correct. It is further found and determined that the Parties have authorized and approved this Agreement by their respective entities, and that this Agreement will be in full force and effect when executed by all Parties.

II. OBLIGATIONS OF WC-CL RMA

A. WC-CL RMA, independently and by and through its consultants, will support the inclusion of all relevant local, regional, and state plans into the Planning Study. WC-CL RMA will direct and manage the utilization of its consultants in the development of the Planning Study.

B. WC-CL RMA will actively work with Laredo MPO and key stakeholders in the development of the Planning Study.

C. WC-CL RMA shall manage all phases of the Planning Study. WC-CL RMA will actively engage with Laredo MPO throughout the process to ensure that the Planning Study meets the needs of the impacted jurisdictions in the study area.

D. WC-CL RMA will provide a copy of all records related to the Planning Study to the Laredo MPO.

E. WC-CL RMA will coordinate with Laredo MPO on any proposed and/or necessary changes to the Scope of Services.

F. WC-CL RMA will submit the completed Planning Study to the Laredo MPO for adoption.

III. OBLIGATIONS OF LAREDO MPO

A. Laredo MPO will actively work with WC-CL RMA in the development of the Planning Study.

B. Laredo MPO will remit to WC-CL RMA the payment amount as outlined under Section IV of this Agreement.

C. Laredo MPO will provide WC-CL RMA information needed to effectively conduct stakeholder and public outreach, and complete any other task essential to the completion of the Planning Study.

IV. PAYMENT

A. The Laredo MPO will provide the MPO Funds to the WC-CL RMA, to be used for the reimbursement of costs related to development of the Planning Study. The total amount of MPO Funds provided as reimbursement to the WC-CL RMA shall not exceed $508,000.00.

B. The MPO Funds to be made available pursuant to this Agreement shall be disbursed within thirty (30) days of receipt and formal acceptance by the Laredo MPO of a request from the WC-CL RMA, which request shall include the following:

1. the amount requested;
2. a description of the use of the funds requested;
3. copies of invoices, fee statements, or other documentation showing the use of the funds requested; and
4. certification from the WC-CL RMA confirming that the funds requested have been expended and for the purposes permitted under this Agreement.

V. TERM AND TERMINATION

A. This Agreement is effective on the date of the last party to sign and ends upon completion of the Planning Study, or sooner, by mutual agreement of both parties unless previously terminated pursuant to Section V.B. of this Agreement.

B. This Agreement may be terminated, in whole or in part by either party whenever such termination is found to be in the best interest of either party. The party seeking to terminate this Agreement shall provide written notification to the other party at least thirty (30) days in advance of the effective date of the termination. All notices pursuant to this Agreement shall be deemed given when either delivered in person or deposited in the United States mail, postage prepaid, certified mail, return receipt requested, addressed to the appropriate party at the following address:

If to WC-CL RMA:	Ruben Soto, Jr., Chair Webb County-City of Laredo Regional Mobility Authority 7917 McPherson Road Laredo, Texas 78045
With a copy to:	Juan J. Cruz J. Cruz & Associates, LLC 216 W. Village Blvd., Ste. 202 Laredo, Texas 78041
If to Laredo MPO:	Honorable Pete Saenz Mayor of Laredo and Chairperson of the MPO Policy Committee 1110 Houston Street, 3rd Floor Laredo, Texas 78040
With copy to:	Kristina Laurel Hale City Attorney 1110 Houston Street Laredo, Texas 78040

VI. INSPECTION OF WORK AND RETENTION OF DOCUMENTS

All records or materials required by or produced under this Agreement shall be maintained for at least four (4) years after WC-CL RMA's payments under this Agreement or the termination or expiration of this Agreement.

VII. LEGAL CONSTRUCTION

In case any one or more provisions contained in this Agreement shall for any reason be held to be unconstitutional, void, or invalid, illegal or unenforceable in any respect, such unconstitutionality, invalidity, illegality or unenforceability shall not affect the remaining portions of the Agreement; and this Agreement shall be construed as if such unconstitutional,

void, or invalid, illegal or unenforceable provision had never been contained herein. The Parties acknowledge that if any provision of this Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of this Agreement and be deemed to be validated and enforceable.

VIII. LAW AND VENUE

This Agreement shall be governed by the laws of the State of Texas, and venue shall lie in the state courts of Webb County, Texas. The parties acknowledge and agree that each party shall be responsible for any attorney's fees incurred by that party relating to this Agreement.

IX. NON-DISCRIMINATION

It is mutually agreed that all parties hereto shall be bound by the provisions of Title 49, Code of Federal Regulations, Part 21, which was promulgated to effectuate Title VI of the Civil Rights Act of 1964, Title 23, Code of Federal Regulations, Part 710.405(b), and Executive Order 11246 titled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR Part 60).

XI. ALTERATION, AMENDMENT, OR MODIFICATION

A. This Agreement may not be altered, amended, or modified except in writing and any alterations, amendments, or modifications must be approved by both parties.

B. This Agreement constitutes the entire Agreement between WC-CL RMA and the Laredo MPO. No other agreement, statement or promise relating to the subject matter of this Agreement that is not contained in the Agreement is valid or binding.

XII. MISCELANEOUS

A. **Prior Written Agreements**. This Agreement is without regard to any and all prior written contracts or agreements between the Parties regarding any other subject matter and does not modify, amend, ratify, confirm or renew any such other prior contract or agreement between the Parties.

B. **Other Services**. Nothing in this Agreement shall be deemed to create, by implication or otherwise, any duty or responsibility of either of the Parties to undertake or not to undertake any other service, or to provide or not to provide any service, except as specifically set forth in this Agreement or in a separate written instrument executed by the Parties.

C. **Governmental Immunity**. Nothing in this Agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity to either of the Parties nor to create any legal right(s) or claim(s) on behalf of any third party. Neither of the Parties waives, modifies, or alters to any extent whatsoever the availability of the defense of governmental immunity under the laws of the State of Texas and of the United States.

D. **Execution in Counterparts**. This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date first written above, when all Parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

E. **Current Revenues**. Pursuant to Section 791.011(d)(3), Texas Government Code, each party paying for the performance of governmental functions or services will make those payments from current revenues available to the paying party.

WHEREFORE, premises considered, this INTERLOCAL AGREEMENT is executed; and approved to be effective on the date of the last party to sign.

CITY OF LAREDO METROPOLITAN PLANNING ORGANIZATION

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

Date: _____

WEBB COUNTY-CITY OF LAREDO REGIONAL MOBILITY AUTHORITY

By: _____
Ruben Soto, Jr.
Chair, Board of Directors

Date: 5/7/18

APPROVED AS TO FORM

By: _____
Krystina Laurel Hale
Attorney for Laredo MPO

Date: _____

By: _____
Juan J. Cruz
Attorney for WC-CL RMA

Date: May 7, 2018

E. Discussion with possible action on the River Road Project.

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

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

A. Status report by TxDOT on corridor studies and setbacks regarding right of way along maintained roadways within the City of Laredo.

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