

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

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

**June 15th, 2020
1:30 p.m.**

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

MEETING AGENDA

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

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

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:

- A. Approval of the minutes for the virtual meeting held on May 18th, 2020.
- B. Receive public testimony and approve Resolution No. MPO 2020-06, adopting the 2021-2024 Transportation Improvement Plan (TIP).
- C. Receive public testimony and approve Resolution MPO No. 2020-07, adopting the following proposed amendment(s) of the 2020-2045 Metropolitan Transportation Plan (MTP):
 - 1. Amending Table 10-2, entitled List of TxDOT UTP 2020-2030 Programmed Projects, & Figure 10-1, entitled Map of TxDOT UTP Programmed Projects, as necessary to incorporate the following revisions:

- a) **Addition** of project CSJ 0086-02-023 intended to provide for the widening of SH 359 from 2 to 4 lanes, from 8.935 miles east of SL 20 to 9.830 miles east of SL 20, with an estimated total project cost of \$7,367,400. The proposed letting date is FY 2023.

D. Receive public testimony and initiate a twenty-day public review and comment period for the draft 2021 Unified Planning Work Program (UPWP).

E. Receive public testimony and approved Resolution No. MPO 2020-08, supporting the following proposed amendments to the National Highway System (NHS):

1. The addition of the following roadways to the National Highway System:
 - SL 20/Cuatro Vientos Rd from SH 359 to Mangana Hein Rd
 - Mangana Hein Rd from SL 20/Cuatro Vientos Rd to US 83
 - BUS 59Z/Saunders St from SL 20 to I-35
2. The removal of following roadways from the National Highway System:
 - Clark Blvd. and Spur 400 from SL 20 to I-35
 - Arkansas Ave. from US 83 to BUS 59Z/Saunders St
 - Meadow Ave. from US 83 to BUS 59Z/Saunders St.
3. The modification of the Intermodal Connector for the Port of Laredo UPRR Yard as follows:
 - Remove Intermodal Connector designation from the I-35 northbound frontage road from Del Mar Blvd to Uniroyal Dr.Add Intermodal Connector designation to Uniroyal Dr and Carriers Dr from I-35 to Port Dr and Port Dr from Uniroyal Dr to the entrance of the Port of Laredo UPRR Terminal to reflect current connectivity.

F. Motion to approve and authorize the execution of Contract Amendment #2 with CDM Smith for the 2020-2045 Metropolitan Transportation Plan Update and FAST Act Compliance Project in order to amend the scope of services to include 10 hours of Travel Demand Model training, for MPO Staff, and increase the fee by \$7,500 from \$364,390.50 to \$371,890.50.

G. Discussion with possible action on Hachar-Reuthinger.

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

A. Report by TxDOT on the status of on-going projects.

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

VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY JUNE 12TH, 2020, BY 1:30 P.M.

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

Disability Access Statement-This meeting is wheelchair accessible. The accessible entrances are located at 1110 Victoria and 910 Flores. Accessible parking spaces are located at City Hall, 1110 Victoria.

Ayuda o Servicios Auxiliares: Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios auxiliares como: interpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con la Sra. Vanessa Guerra, en el Departamento del 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 en 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) 794-1613 o comunicarse con nosotros mediante correo electrónico a vguerra@ci.laredo.tx.us.

CITY OF LAREDO REPRESENTATIVES:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Norma “Nelly” Vielma, City Councilmember, District V
Honorable Dr. Marte Martinez, City Councilmember, District VI

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable George Altgelt, City Councilmember, District VII

COUNTY OF WEBB REPRESENTATIVES:

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

STATE REPRESENTATIVES:

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

PRIVATE SECTOR

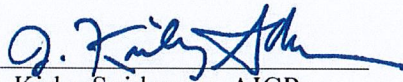
Member at large (Vacant)

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

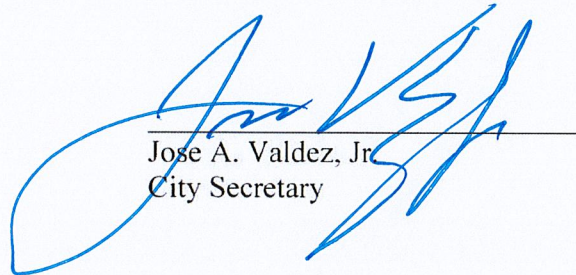
Honorable Judith Zaffirini, State Senator, District 21

Honorable Richard Raymond, State Representative, District 42

Honorable Tracy O. King, State Representative, District 80



J. Kirby Snideman, AICP
MPO Director



Jose A. Valdez, Jr.
City Secretary

JUN 12 '20 AM 11:09
REC'D CITY SEC OFF

Laredo-Webb County Area (LWCA)

Metropolitan Planning Organization Policy Committee Virtual Meeting

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



MINUTES OF THE VIRTUAL MAY 18TH, 2020 MEETING

Regular members present:

Honorable Pete Saenz, Mayor and LWCA Chairperson
Honorable Tano E. Tijerina, Webb County Judge
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable Dr. Marte Martinez, City Councilmember, District VI (joined meeting at 1:34 p.m.)
Honorable John Galo, Webb County Commissioner, Pct. 3 (joined meeting at 1:34 p.m.)
Honorable George Altgelt, City Councilmember, District VII (joined meeting at 1:45 p.m.)
David M. Salazar, Jr., TxDOT District Engineer

Regular members not present:

Honorable Norma "Nelly" Vielma, City Councilmember, District V
(Member At Large- Currently Vacant)

Ex-Officio Members Not Present:

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

Staff (Of Participating LWCA Agencies) Present:

City: J. Kirby Snideman, City Planning/MPO Staff
Vanessa Guerra, City Planning/MPO Staff
Jason Hinojosa, City Planning MPO Staff
Angie Quijano, City Planning, MPO Staff
Ramon Chavez, City Engineer
Claudia San Miguel, Transit, El Metro

State: Humberto "Tito" Gonzalez, TxDOT
Caroline Mays, TxDOT Transportation Planning and Programming
Akila Thamizharasan, TxDOT

Others: Guillermo Cuellar, Webb County Engineering
 Travis Norton, Jacobs Engineering
 Kirk Fauver, Federal Highway Administration (FHWA)

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Saenz called the meeting to order at 1:30 p.m.

II. CHAIRPERSON TO CALL ROLL

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

III. CITIZEN COMMENTS

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

There were no citizen's comments.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:

A. Approval of the minutes for the meeting held on April 20, 2020.

Judge Tijerina made a motion to **approve** the minutes for the meetings held on April 20, 2020.

Second: CM. Gonzalez
For: 4
Against: 0
Abstained: 0

Motion carried unanimously

Dr. Martinez and CM. Galo joined the meeting at 1:34 p.m.

B. Receive public testimony and approve a motion to initiate a 10-day public review and comment period for the following proposed amendment(s) of the 2020-2045 Metropolitan Transportation Plan (MTP):

1. Amending Table 10-2, entitled List of TxDOT UTP 2020-2030 Programmed Projects, & Figure 10-1, entitled Map of TxDOT UTP Programmed Projects, as necessary to incorporate the following revisions:

- a. Addition* of project CSJ 0086-02-023 intended to provide for the widening of SH 359 from 2 to 4 lanes, from 8.935 miles east of SL 20 to 9.830 miles east of SL 20, with an estimated total project cost of \$7,367,400. The proposed letting date is FY 2023.

Ms. Guerra gave a brief presentation on the item.

Judge Tijerina made a motion to **open** the public hearing and **initiate** 10-day public review and comment period for the following proposed amendment(s) of the 2020-2045 Metropolitan Transportation Plan (MTP).

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

Motion carried unanimously

C. Discussion with possible action on the presentation by TxDOT on the National Highway System.

Caroline Mays, TxDOT TPP, gave a brief presentation on the item.

She presented the potential modifications of the NHS.

CM. Galo asked if the NHS also included the removal of the frontage roads.

Travis Norton, Jacobs Engineering, stated that the northbound frontage road on IH 35 was designated as a connector between the National Highway System and the port, however subsequent to the proposed revisions if approved, Uniroyal, Carriers, and Port Road would be designated as NHS intermodal connectors in place of the previously designated frontage roads. The frontage road would be continued to be maintained by the State.

Mayor Saenz asked what were the potential consequences of removing a road from the NHS?

Akila Thamizharasan, TxDOT, stated that in 2012 based on the Moving Ahead in Progress in the 21st Century Act (MAP 21) legislation, all the primary arterial roads were automatically added to the NHS although they did not completely fit the goal of the NHS which is regional connectivity.

CM. Altgelt joined the meeting at 1:45 p.m.

Kirby Snideman, MPO Director, stated that with Texas, the MPO's are having to review what was placed on the NHS. He stated that one of the advantages of removing from the NHS was not being held to the same construction standards if expanding or modifying any said roads.

Dr. Martinez stated he was hesitant to remove the 8.7 miles connector from Delmar to Uniroyal. He stated that it would be difficult to forecast development in the area in the future.

Caroline Mays, TxDOT TPP, stated that the frontage road was considered an intermodal connector which is a road that provided last mile connectivity to major rail/airport or intermodal freight facility. She stated that removing it from the NHS does not impede the ability to improve it because it remains part of the interstate.

CM. Altgelt asked what was the benefit of removing said I-35 connector from the NHS.

Ms. Mays stated there was no benefit. It does not meet the requirements of an NHS and does have any planning implications.

David Salazar, TxDOT District Engineer, stated the NHS was something that can always be modified. The consultant and TxDOT have to follow a series of guidelines based on the data gathered by the consulting firms and engineers. The north bound frontage road is not serving the definition of intermodal connectors. When it comes to planning or funding, there is no doubt that development is coming and would affect any planning and funding.

Dr. Marte asked if there were any traffic counts that could be used.

Travis Norton, Jacobs Engineering stated that part of the criteria for linking a roadway and facility to the NHS is traffic generation, however they did not have traffic numbers at hand.

CM. Altgelt asked if the recommendations were made without traffic counts.

Ms. Mays stated the recommendations were not based on traffic counts but rather the functional and roadway geometrics criteria typically found on NHS roadway.

Mr. Snideman stated Staff would draft a resolution and bring back to the next Policy meeting for adoption of the resolution.

Mayor Saenz stated for the resolution to indicate that there would not be any financial impact.

CM. Galo made a motion to **approve** the item as presented.

Second: Judge Tijerina
For: 5
Against: 2 (Dr. Martinez, Cm. Altgelt)

Motion carried

D. Discussion with possible action on Hachar-Reuthinger.

Guillermo Cuellar, Webb County Engineering, stated Staff was in the process of completing the schematics at 100% by the end of this month. The environmental document should also be completed by the end of the month.

Mayor Saenz inquired if the title issue on the Hachar Trust was resolved.

Ramon Chavez, City Engineering, stated he got a response from Mr. VanSteenberg stated a drafted document has been completed and discussions on some of the language had begun. The document has not been signed yet but will be signed in the near future. He stated he would continue following up with Mr. VanSteenberg.

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

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

Jason Hinojosa, MPO Staff, gave a brief presentation on the Active Transportation Plan.

- Purpose of Active Transportation Plan
- Team & Approach
- Building on Past Work
- Plan Outline
- Public Outreach
- Timeline
- How to Get Involved

CM. Altgelt stated that the Comprehensive Plan showed that there need to be more mobility options. He stated that constituents wanted more ways to get around the city. He stated that was the direction that the City need to heading in.

Mr. Snideman stated they want to provide people with more options to travel.

What is Active Transportation?

- Why do we want more of it?
- Governor Abbott's Speech
- Examine Existing Conditions
- Engage the Public
- Create Plan to be regularly updated
- Appendix of Comp Plan
- Complete Streets Policy

GOVERNOR ABBOTT

- “The bottom line is this: The way people get around; the way people live is going to change... As a result, this generation of roads... is probably the last major buildout of roads we'll have in the state of Texas, even considering the fact that Texas is the fastest-growing state in America. **The future of transportation lies in alternatives to traditional motor vehicle travel.**”

Team & Approach

- MPO Staff
- Nelson Nygaard (Consultants)
- WalkBikeRide Laredo
- Other community organizations
- Data Driven
- Practical
- Engage the Public

TIMELINE

- Project Initiation & Data Collection – Winter 2019
- Existing Conditions Analysis – Winter 2019, Spring 2020
- Public Outreach – Spring & Summer 2020
- Plan Development & Stakeholder Engagement – Spring & Summer 2020
- Plan Completion and Presentation to Planning Commission and City Council – Summer 2020

Mr. Snideman stated the item was just a presentation and did not require any action.,

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

Mr. Snideman advised the members that the RMA submitted a status report via-email and a copy was included in the packet.

Tony Rodriguez, HNTB Inc., gave a brief report on the RMA.

VI. ADJOURNMENT

Dr. Martinez made a motion to **adjourn** the meeting at 2:54 p.m.

Second: Judge Tijerina

For: 7

Against: 0

Abstained: 0

Motion carried unanimously

J. Kirby Snideman,
MPO Director

Pete Saenz, Mayor and LUTS
Chairperson

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

DATE: 6-15-20	SUBJECT: RESOLUTION Receive public testimony and approve Resolution No. MPO 2020-06 adopting the proposed 2021-2024 Transportation Improvement Program (TIP). TIP 21-24
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INITIATED BY: Staff	STAFF SOURCE: J. Kirby Snideman, MPO Director
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PREVIOUS ACTION: On April 20, 2020 the Policy Committee initiated a 20 day public review and comment period.

BACKGROUND:

Fixing America’s Surface Transportation Act (FAST Act) requires that Metropolitan Planning Organizations (MPOs) in cooperation with the State and affected transit operators develop Transportation Improvement Programs (TIP) for their planning areas. These Transportation Improvement Programs then become part of the State Transportation Improvement Program (STIP). As a Transportation Management Area (TMA), the Laredo MPO, selects projects funded by 23 U.S.C. and 49 U.S.C., Chapter 53 (excluding projects on the National Highway System (NHS) and projects funded under the Bridge, Interstate Maintenance, and Federal Lands Highway programs) in consultation with the State and public transportation operator(s) from the approved TIP and in accordance with the priorities in the approved TIP. Projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs shall be selected by the State in cooperation with the MPO. The TIP will include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period that is contemplated for completion of the project.

Listed below are the proposed funding levels for the 2021-2024 TIP: (See attached TIP Mobility Projects summary, and mobility and transit projects spreadsheets for individual project details)

TIP YEAR	# OF MOBILITY PROJECTS	MOBILITY FUNDING	# OF TRANSIT PROJECTS	TRANSIT FUNDING
2021	5	\$28,962,004	3	\$16,387,979
2022	2	\$49,979,368	3	\$16,387,979
2023	7	\$146,950,000	3	\$16,387,979
2024	6	\$223,247,414	3	\$16,387,979
	20	\$449,138,786	12	\$65,551,916

COMMITTEE RECOMMENDATION: Approval	STAFF RECOMMENDATION: Approval
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Laredo MPO Highway Project Summary List
FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
PER ACTIONS OF THE POLICY COMMITTEE THRU - 04/2020

	CSJ	PROJECT NAME	SCOPE	FROM	TO	PROJECT SPONSOR	CATEGORY	YOE COST
FY 2021	0922-33-178	World Trade Bridge Inspection Booths	Constrction of 4 Inspection Booths	World Trade Bridge		City	10	\$10,000,000
	0922-33-181	Improvement of 17 Bus Stops	Improve connections, accessibility and security for up to 17 bus stops	various locations		TRANSIT (CITY)	9-TAP	\$225,000
	0922-33-076	FM1472/Flecha Lane	Realign Flecha and Las Cruces Blvd.	Intersection of FM 1472 and Flecha	0.174 miles east of FM 1472	City	10	\$1,800,000
	0922-33-093	Calton and San Maria International	Construction of a grade separation interchange	0.25 m east of Calton/San Maria international	0.25 m west of Calton/San Maria International	City	10	\$16,240,154
	0922-33-177	River Vega Trail	Construct hike & bike trail	Anna Park	LCC Campus	City	9-Tap	\$696,850
FY 2022	0922-33-165	Hachar Road	New location 5 lane highway with 2 lane frontage roads	FM 1472	0.100 miles E of Beltway Parkway	County/City	7, 3LC	\$28,538,700
	0922-33-166	Reuthinger Road	New location 5 lane highway with 2 lane frontage roads	0.1 mile East of Beltway Parkway	IH 35 West Frontage road	County/City	7	\$21,440,668
FY 2023	0086-14-088	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with 3-lane frontage roads	0.36 mi South of University Blvd	0.51 mi South of Shiloh Dr	TxDOT	2U, 10	\$20,000,000
	0086-14-089	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with 3-lane frontage roads	0.51 mi South of Shiloh	International Blvd.	TxDOT	2U, 10	\$40,500,000
	0086-01-073	SH 359 WIDENING	Widen roadway from 3-lane to 5-lane undivided Highway	4.06 miles E of SL 20	8.935 miles E of SL 20	TxDOT	12	\$18,000,000
	0086-02-023	SH 359 WIDENING	Widen roadway from 2-lane to 4-lane divided highway	8.935 miles e of SL 20	9.830 miles e of SL 20	TxDOT	11	\$6,000,000

0086-14-075	US 59 (LOOP 20)	Construction of Interchange at del Mar Blvd	0.50 mi South of del Mar Blvd	0.50 mi North of del Mar Blvd	TxDOT	2M	\$24,100,000	
	INTERCHANGE AT DEL MAR							
	US 59 (LOOP 20)	Construction of interchange at Shiloh	0.50 mi s of Shiloh Dr	0.50 mi n of Shiloh Dr	TxDOT	2M	\$21,500,000	
0086-14-076	INTERCHANGE AT SHILOH DR.							
0086-14-079	US 59 (LOOP 20)	Construction of Interchange at University Blvd	0.50 mi s of University Blvd	0.50 mi n of University Blvd	TxDOT	2M	\$16,850,000	
0086-14-079	INTERCHANGE AT UNIVERSITY BLVD							
FY 2024	0086-14-087	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with 3-lane frontage roads at 0.4 mi N. of Airport to University	0.4 mi North of E Corridor Rd (Airport)	0.36 mi South of University Blvd	TxDOT	12	\$30,600,000
	0086-14-086	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6 to 8-lane freeway facility with a section including 3-lane frontage roads.	US 59	0.4 mi North of E Corridor Rd (Airport)	TxDOT	12	\$15,600,000
	0018-06-185	DIRECT CONNECTOR # 3 ON IH 35	New direct connector (#3) South IH35 to East I-69W	0.50 mi East of IH35	0.50 mi North of US59	TxDOT	12	\$35,000,000
	0086-14-078	US 59 (LOOP 20) INTERCHANGE AT JACAMAN RD	Construction of interchange at Jacaman Rd	0.50 mi S of Jacaman Rd	0.50 mi N of Jacaman Rd	TxDOT	12, 2M	\$19,691,424
	0018-05-089	BRIDGE REPLACEMENT AT UNIROYAL DR.	Replacement of bridge structure at Uniroyal Drive	0.500 mi S of Uniroyal interchange	2.68 mi N of Uniroyal interchange	TxDOT	12, 4	\$110,000,000
	0086-14-077	US 59 (LOOP 20) INTERCHANGE AT AIRPORT	Construction of interchange at Airport	0.500 mi South of E Corridor Rd (Airport)	0.50 mi North of E Corridor Rd (Airport)	TxDOT	2M	\$12,355,990
	20 projects							\$449,138,786

Note: Shaded areas denote a GROUPED project category

Funding Category Types

CAT 1: Preventive Maintenance and Rehabilitation

CAT 2 Metro Corridor Projects

CAT 3 Non Traditionally Funded - includes local funds, proposition 12 or 14, etc

CAT 7: Metro Mobility and Rehabilitation

CAT 9: Transportation Enhancement (TE) and Transportation Alternative Program (TAP)

CAT 10: Supplemental Projects include CBI and Earmark funds

CAT 11: District Discretionary

CAT 12: Strategic Priority- addresses project with priority to the State

Prop 1: Proposition 1: Effective in 2015 Highway Trust Fund allocation from gas tax revenue

Prop 7: Proposition 7 : MPO allocations from formula funds diverted from state general sales, use tax, vehicle sales and rental tax (become available in 2018)

RESOLUTION NO. MPO 2020-06

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

ADOPTING THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) has reviewed the proposed 2021-2024 Transportation Improvement Program (TIP); and,

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (MPO) finds that the 2021-2024 Transportation Improvement Program (TIP) meets the high priority improvements necessary for the LWCA MPO area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Webb County Area Metropolitan Planning Organization (MPO) has adopted the 2021-2024 Transportation Improvement Program (TIP), which is attached hereto and made a part hereof for all purpose:

We certify that the above resolution was adopted on June 15th, 2020, at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization (MPO).

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

J. Kirby Snideman
MPO Director

David M. Salazar,
TxDOT, District Engineer

**LAREDO WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)
FY 2021-2024**

Public Meeting Date(s): April 20, 2020, May 18th, 2020

Approved by Policy Committee: May 18, 2020

Amended on:

INTRODUCTION

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

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

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

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

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

Planning Factors

The ten planning factors are as follows:

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

6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system, and,
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
10. Enhance travel and tourism.

PURPOSE

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

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

The Texas Department of Transportation (TxDOT), and the Laredo Webb County Area Metropolitan Planning Organization (MPO) have cooperatively developed the current TIP in accordance with the requirements of the FAST Act and is financially constrained.

DEFINITION OF AREA

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

PUBLIC INVOLVEMENT PROCESS

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

PROJECT SELECTION PROCESS

The Metropolitan Transportation Plan (MTP) is the primary planning tool for selecting major projects to be included in the Unified Transportation Program (UTP) and TIP. On January 20th, 2019, the Laredo MPO, adopted the current MTP, including its Project Selection Procedures, at a public meeting held, which was noticed, and whose agenda was posted pursuant to the requirements of the Texas Open Meetings Act. Only projects consistent with a FHWA/FTA approved MTP and/or TIP may be eligible for funds administered by FHWA or FTA. The approved Transportation Improvement Program shall be utilized for programming projects within the metropolitan area in accordance with 23 CFR 450.330 (a) and (c).

PROGRESS FROM PREVIOUS YEAR

The FY 2019-2022 TIP was adopted on a May 21st, 2018. Enclosed is a summary detailing the status of ongoing projects.

PERFORMANCE MANAGEMENT

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

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

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

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

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

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

Safety (PM1)

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

Performance Measure	2021 Statewide Target (Expressed as Five-Year 2017-2021 Average)
Total number of traffic related fatalities on all public roads	3,687
Rate of traffic related fatalities on all public roads per 100 million VMT	1.33
Total number of traffic related serious injuries on all public roads	17,151
Rate of traffic related serious injuries on all public roads per 100 million VMT	6.06
Total number of non-motorized fatalities and serious injuries on all public roads	2,316

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

For project selection, safety is one criterion where technical points are awarded based on the crash rate. Many projects adopted in the FY 2021-2024 TIP support achieving the targets established for safety. The MPO will monitor the established targets and report measurements to the Policy Committee.

Pavement and Bridge Condition (PM2)

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

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

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

Performance Measure	Baseline	2020 Target	2022 Target
Pavement on Interstate Highway (IH)			
% in “good” condition			66.40%
% in “poor” condition			0.33%
Pavement on Non-Interstate Highway (NHS)			
% in “good” condition	54.40%	52.00%	52.33%
% in “poor” condition	13.80%	14.30%	14.30%
NHS Bridge Deck Condition			
% in “poor” condition	0.88%	0.80%	0.80%
% in “good” condition	50.63%	50.58%	50.42%

Projects selected for inclusion in the TIP are intended to support the achievement of the pavement and bridge condition targets. The MPO Policy Committee supports the planning and programming of projects that contribute to the achievement of these targets.

Roadway System Performance (PM3)

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

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

The Laredo MPO’s adopted targets are:

Performance Measure	Baseline	2020 Target	2022 Target
Interstate Highway (IH) Level of Travel Time Reliability	79.60%	61.20%	56.60%
Non-Interstate Highway (NHS) Travel Time Reliability			55.40%
Truck Travel Time Reliability	1.5	1.7	1.79

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

Transit State of Good Repair (PM4)

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

Asset Category	FTA established Performance Measure	Performance Target
Rolling Stock	% of revenue vehicles exceeding useable life benchmark (ULB)	75% of vehicles should be within their useable life benchmark (ULB)
Equipment	% of non-revenue service vehicles exceeding ULB	75% Equipment should be within their ULB
Facilities	% of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale	75% of facilities rated on a FTA TERM scale of 3.0 or above.

Infrastructure

% of track segments under performance restriction

Not applicable

The MPO Policy Committee adopted El Metro's transit performance measurement targets in 2017. The MPO supports the planning and programming of projects that contribute to the accomplishments of these performance targets. The transit projects adopted in the TIP are intended to support achieving the targets established for the transit state of good repair.

AIR QUALITY ISSUES

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

AMERICANS WITH DISABILITIES ACT (ADA)

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

GLOSSARY

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

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

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

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

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

- 1 - Preventive Maintenance and Rehabilitation

- 1. Energy Sector Initiative
 - 1. Proposition 1
 - 2M or 2U - Metropolitan and Urban Corridor Projects
 - 2 MPO - Proposition 1
 - 3 - Non-Traditionally Funded Transportation Projects
 - 4 - Statewide Connectivity Corridor Projects
 - 4. Proposition 1
 - 5 - Congestion & Mitigation Air Quality Funds (CMAQ)
 - 6 - Structures Replacement & Rehabilitation
 - o Highway Bridge Program, and Federal Railroad Grade Separation Program
 - 7 - Metropolitan Mobility and Rehabilitation
 - 8 - Safety
 - o Highway Safety Improvement Program, the High Risk Rural Roads Sub Program, the Safety Bond Program, and the Federal Railway Highway Safety Program
 - 9 - Transportation Enhancements
 - o Transportation Enhancements Program, The Safety Rest Area Program, and the Transportation Alternatives Program
 - 10 - Supplemental Transportation Projects
 - o Green Ribbon Landscape Improvement Program, Curb Ramp Program Miscellaneous Landscape Incentive Award Program, Coordinated Border Infrastructure Program, Railroad Rehabilitation and Improvement Projects, Railroad Grade Crossing and Replanking Program and the Railroad Signal Maintenance Program or Earmark
 - 11 - District Discretionary
 - 11 Proposition 1 (Energy Sector)
 - 11 Rider 11b
 - 12 - Strategic Priority
 - o CMAQ and STP-MM Reconciliation
- FLHP - Federal Land Highway Program
- FTA - 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 771.117(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-tdot/division/transportation-planning/stips.html>

and the Laredo STIP at

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

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

GROUPED PROJECT CSJ'S

Definition of Grouped Projects for use in the STIP

Revised per TxDOT: As of April 16, 2018

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right-of-way acquisition	Right of Way acquisition for any project that is not added capacity in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separation	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/ rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths, and facilities.

5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third party transit services, and transit marketing and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet (See Note 3)

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

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

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

MPO Self-Certification

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Laredo Webb County Area Metropolitan Planning Organization, hereby certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

David Salazar
District Engineer
Texas Department of Transportation

Mayor Pete Saenz
Metropolitan Planning Organization
Policy Board Chairperson

6-15-2020

6-15-2020

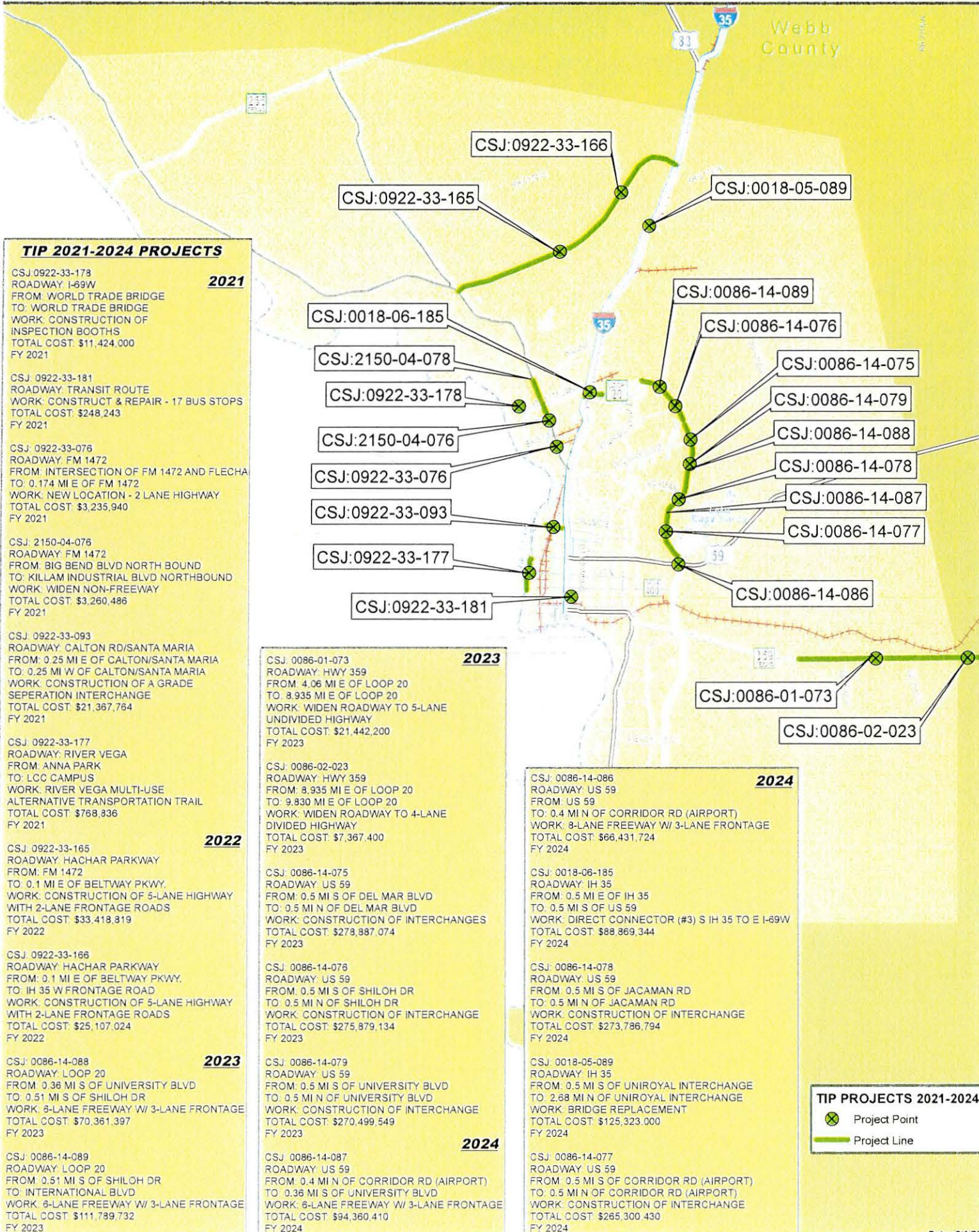
LAREDO DISTRICT MPO TIP STATUS OF MAJOR PROJECT FROM PRIOR YEARS FY 17-24

MPO/DISTRICT	FISCAL YEAR	ESTIMATED LET DATE	CONTROL SECTION JOB	COUNTY	HIGHWAY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	LO	PROJECT STAGE
MPO	2017	10/2016	0922-33-158	Webb	Various	AT VARIOUS LOCATIONS ACROSS	THE CITY OF LAREDO	RETIMING OF TRAFFIC SIGNALS CITY WIDE AND ADDING OR UPGRADING COMMUNICATION EQUIPMENT TO INCORPORATE IN TO THE ATMS NETWORK	#	Constriction Completed
MPO	2017	07/2017	0086-14-085	Webb	SL 20	0.330 MILES WEST OF IH 35	0.160 MILES WEST OF MCPHERSON	FOR THE CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH35	#	Constriction Completed
MPO	2017	07/2017	0086-14-081	Webb	SL 20	1.400 MILES WEST OF IH 35	0.600 MILES EAST OF MCPHERSON	FOR THE CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH 35 ITS PORTION	#	Constriction Completed
MPO	2019	10/2018	0922-33-170	Webb	CS	AT ZACATE CREEK		ZACATE CREEK MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL	#	Under Construction
MPO	2020	06/2020	0018-06-136	Webb	IH 35	SHILOH DRIVE	0.38 MILES S. OF US 59/ IH 35 Int	Widen of Interstate to 6 lane and RR grade separation.		PS&E - Development
MPO	2020	06/2020	0018-06-183	Webb	IH 35	0.454 MILE SOUTH OF IH35 / US59-SL20 INT	0.732 MILE EAST OF US59-SL20 / IH35 INT	New direct connector (#5) west I-69W to south IH 35.		PS&E - Development
MPO	2020	06/2020	0018-06-184	Webb	IH 35	0.207 MILE WEST OF US59-SL20 / IH35 INT	0.197 MILE SOUTH OF IH35 / US59-SL20 INT	New direct connector (#8) east I-69W to south IH 35.		PS&E - Development
MPO	2020	06/2020	0018-06-196	Webb	IH 35	0.38 MILES SOUTH OF US59/IH35 INT	0.80 MILES NORTH OF US59/IH35 INT	Widen Interstate to 6 lanes.		PS&E - Development
MPO	2020	08/2020	0086-14-097	Webb	US 59	JACAMAN / BAYSIDE	LAKEVIEW BLVD	INSTALL ADVANCE INTERSECTION WARNING SIGNALS AND SIGNS		PS&E - Development
MPO	2020	08/2020	0086-14-098	Webb	US 59	AT TOWNCENTER		INSTALL ADVANCE INTERSECTION WARNING SIGNALS AND SIGNS		PS&E - Development
MPO	2020	08/2020	0086-14-084	Webb	IH 69W	WORLD TRADE BRIDGE GSA FACILITIES	0.330 MILES WEST OF IH 35	Widen Interstate to 6 lanes.		PS&E - Development
MPO	2020	08/2020	2150-04-076	Webb	FM 1472	BIG BEND BLVD NORTHBOUND	KILLAM INDUSTRIAL BLVD NORTHBOUND	Widening of pavement to provide additional travel lane.		PS&E - Development
MPO	2020	08/2020	2150-04-078	Webb	FM 1472	Killam Industrial Blvd Int	0.187 MI N of Killam Industrial Blvd Int	Intersection Improvements with right and left turn lanes.		PS&E - Development
MPO	2020	08/2020	0922-33-175	Webb	CS	FM 1472	IH 35 WEST FRONTAGE ROAD	PS&E INCLUDING ROW MAPPING ONLY		PS&E - Development
MPO	2021	09/2020	0922-33-177	Webb	CS	ANNA PARK	LCC CAMPUS	RIVER VEGA MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL		PS&E - Development
MPO	2021	09/2020	0922-33-178	Webb	Various	WORLD TRADE INTERNATIONAL BRIDGE		CONSTRUCTION OF INSPECTION BOOTHS		PS&E - Development
MPO	2021	09/2020	0922-33-181	Webb	CS	ADA BUS STOPS AND BICYCLE PLAZAS		IMPROVE CONNECTIONS, ACCESSIBILITY AND SECURITY FOR UP TO 17 BUS STOPS		PS&E - Development
MPO	2021	05/2021	0922-33-076	Webb	CS	INTERSECTION OF FM 1472 AND FLECHA	0.174 MILES EAST OF FM 1472	REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM 1472		PS&E - Development
MPO	2021	05/2021	0922-33-093	Webb	CS	0.25 M EAST OF CALTON/SAN MARIA_INT	0.25 M WEST OF CALTON/SAN MARIA INT	Construction of a grade separation interchange over UPRR tracks.		PS&E - Development
MPO	2022	09/2021	0922-33-165	Webb	CS	FM 1472	0.1 MILES E OF BELTWAY PARKWAY	New location 5 lane highway with 2 lane frontage roads.		PS&E - Development
MPO	2022	09/2021	0922-33-166	Webb	CS	0.1 MILE EAST OF BELTWAY PARKWAY	IH 35 WEST FRONTAGE ROAD	New location 5 lane highway with 2 lane frontage roads.		PS&E - Development
MPO	2023	09/2022	0086-14-075	Webb	US 59	0.50 MI S OF DEL MAR BLVD	0.50 MI N OF DEL MAR BLVD	Construction of Interchange at Del Mar Blvd		PS&E - Development
MPO	2023	09/2022	0086-14-076	Webb	US 59	0.50 MI S OF SHILOH DR	0.50 MI N OF SHILOH DR	Construction of Interchange at Shiloh Dr		PS&E - Development
MPO	2023	09/2022	0086-14-079	Webb	US 59	0.50 MI S OF UNIVERSITY BLVD	0.50 MI N OF UNIVERSITY BLVD	Construction of Interchange at University Blvd		PS&E - Development
MPO	2023	09/2022	0086-14-088	Webb	US 59	0.36 MI SOUTH OF UNIVERSITY BLVD	0.51 MI SOUTH OF SHILOH DR	Construction of mainlanes and frontage roads at University Blvd to Shiloh Dr.		PS&E - Development
MPO	2023	09/2022	0086-14-089	Webb	US 59	0.51 MI SOUTH OF SHILOH	INTERNATIONAL BLVD.	Construction of mainlanes and frontage roads at Shiloh Dr to International Blvd		PS&E - Development
MPO	2024	09/2023	0018-06-089	Webb	IH 35	0.500 MI S OF UNIROYAL INTERCHANGE	2.68 MI N OF UNIROYAL INTERCHANGE	Replacement of bridge structure at Uniroyal Drive		PS&E - Development
MPO	2024	08/2024	0018-06-185	Webb	IH 35	0.50 MI EAST OF IH35	0.50 MI NORTH OF US59	New direct connector (#3) southbound IH 35 to eastbound US 59.		PS&E - Development
MPO	2024	08/2024	0086-14-077	Webb	US 59	0.50 MI SOUTH OF E. CORRIDOR RD(AIRPORT)	0.50 MI NORTH OF E. CORRIDOR RD(AIRPORT)	Construction of Interchange at Airport		PS&E - Development
MPO	2024	08/2024	0086-14-086	Webb	US 59	US 59	0.4 MI NORTH OF E. CORRIDOR RD (AIRPORT)	Construction of mainlanes and frontage roads at US 59 to 0.4 MI N of Airport		PS&E - Development
MPO	2024	08/2024	0086-14-078	Webb	US 59	0.50 MI S OF JACAMAN RD	0.50 MI N OF JACAMAN RD	Construction of Interchange at Jacaman Rd		PS&E - Development
MPO	2024	08/2024	0086-14-087	Webb	US 59	0.4 MI NORTH OF E. CORRIDOR RD.(AIRPORT)	0.36 MI SOUTH OF UNIVERSITY	Construction of mainlanes and frontage roads at 0.4 MI N of Airport to 0.36 MI S of University Blvd		PS&E - Development

INSERT

MAP OF FY 2021-2024
TIP PROJECTS

2021-2024 TIP LOCATIONS OF PROJECTS



TIP 2021-2024 PROJECTS

2021
 CSJ 0922-33-178
 ROADWAY I-69W
 FROM WORLD TRADE BRIDGE
 TO WORLD TRADE BRIDGE
 WORK CONSTRUCTION OF
 INSPECTION BOOTHS
 TOTAL COST: \$11,424,000
 FY 2021

CSJ 0922-33-181
 ROADWAY TRANSIT ROUTE
 WORK CONSTRUCT & REPAIR - 17 BUS STOPS
 TOTAL COST: \$248,243
 FY 2021

CSJ 0922-33-076
 ROADWAY FM 1472
 FROM INTERSECTION OF FM 1472 AND FLECHA
 TO 0.174 MI E OF FM 1472
 WORK NEW LOCATION - 2 LANE HIGHWAY
 TOTAL COST: \$3,235,940
 FY 2021

CSJ 2150-04-076
 ROADWAY FM 1472
 FROM BIG BEND BLVD NORTH BOUND
 TO KILLAM INDUSTRIAL BLVD NORTHBOUND
 WORK WIDEN NON-FREEWAY
 TOTAL COST: \$3,260,486
 FY 2021

CSJ 0922-33-093
 ROADWAY CALTON RD/SANTA MARIA
 FROM 0.25 MI E OF CALTON/SANTA MARIA
 TO 0.25 MI W OF CALTON/SANTA MARIA
 WORK CONSTRUCTION OF A GRADE
 SEPERATION INTERCHANGE
 TOTAL COST: \$21,367,764
 FY 2021

CSJ 0922-33-177
 ROADWAY RIVER VEGA
 FROM ANNA PARK
 TO LCC CAMPUS
 WORK RIVER VEGA MULTI-USE
 ALTERNATIVE TRANSPORTATION TRAIL
 TOTAL COST: \$768,836
 FY 2021

2022
 CSJ 0922-33-165
 ROADWAY HACHAR PARKWAY
 FROM FM 1472
 TO 0.1 MI E OF BELTWAY PKWY.
 WORK CONSTRUCTION OF 5-LANE HIGHWAY
 WITH 2-LANE FRONTAGE ROADS
 TOTAL COST: \$33,418,819
 FY 2022

CSJ 0922-33-166
 ROADWAY HACHAR PARKWAY
 FROM 0.1 MI E OF BELTWAY PKWY.
 TO IH 35 W FRONTAGE ROAD
 WORK CONSTRUCTION OF 5-LANE HIGHWAY
 WITH 2-LANE FRONTAGE ROADS
 TOTAL COST: \$25,107,024
 FY 2022

2023
 CSJ 0086-14-088
 ROADWAY LOOP 20
 FROM 0.36 MI S OF UNIVERSITY BLVD
 TO 0.51 MI S OF SHILOH DR
 WORK 6-LANE FREEWAY W/ 3-LANE FRONTAGE
 TOTAL COST: \$70,361,397
 FY 2023

CSJ 0086-14-089
 ROADWAY LOOP 20
 FROM 0.51 MI S OF SHILOH DR
 TO INTERNATIONAL BLVD
 WORK 6-LANE FREEWAY W/ 3-LANE FRONTAGE
 TOTAL COST: \$111,789,732
 FY 2023

2023
 CSJ 0086-01-073
 ROADWAY HWY 359
 FROM 4.06 MI E OF LOOP 20
 TO 8.935 MI E OF LOOP 20
 WORK WIDEN ROADWAY TO 5-LANE
 UNDIVIDED HIGHWAY
 TOTAL COST: \$21,442,200
 FY 2023

CSJ 0086-02-023
 ROADWAY HWY 359
 FROM 8.935 MI E OF LOOP 20
 TO 9.830 MI E OF LOOP 20
 WORK WIDEN ROADWAY TO 4-LANE
 DIVIDED HIGHWAY
 TOTAL COST: \$7,367,400
 FY 2023

CSJ 0086-14-075
 ROADWAY US 59
 FROM 0.5 MI S OF DEL MAR BLVD
 TO 0.5 MI N OF DEL MAR BLVD
 WORK CONSTRUCTION OF INTERCHANGES
 TOTAL COST: \$278,987,074
 FY 2023

CSJ 0086-14-078
 ROADWAY US 59
 FROM 0.5 MI S OF SHILOH DR
 TO 0.5 MI N OF SHILOH DR
 WORK CONSTRUCTION OF INTERCHANGE
 TOTAL COST: \$275,879,134
 FY 2023

CSJ 0086-14-079
 ROADWAY US 59
 FROM 0.5 MI S OF UNIVERSITY BLVD
 TO 0.5 MI N OF UNIVERSITY BLVD
 WORK CONSTRUCTION OF INTERCHANGE
 TOTAL COST: \$270,499,549
 FY 2023

2024
 CSJ 0086-14-087
 ROADWAY US 59
 FROM 0.4 MI N OF CORRIDOR RD (AIRPORT)
 TO 0.36 MI S OF UNIVERSITY BLVD
 WORK 6-LANE FREEWAY W/ 3-LANE FRONTAGE
 TOTAL COST: \$94,360,410
 FY 2024

2024
 CSJ 0086-14-086
 ROADWAY US 59
 FROM US 59
 TO 0.4 MI N OF CORRIDOR RD (AIRPORT)
 WORK 8-LANE FREEWAY W/ 3-LANE FRONTAGE
 TOTAL COST: \$66,431,724
 FY 2024

CSJ 0018-06-185
 ROADWAY IH 35
 FROM 0.5 MI E OF IH 35
 TO 0.5 MI S OF US 59
 WORK DIRECT CONNECTOR (#3) S IH 35 TO E I-69W
 TOTAL COST: \$88,869,344
 FY 2024

CSJ 0086-14-078
 ROADWAY US 59
 FROM 0.5 MI S OF JACAMAN RD
 TO 0.5 MI N OF JACAMAN RD
 WORK CONSTRUCTION OF INTERCHANGE
 TOTAL COST: \$273,786,794
 FY 2024

CSJ 0018-05-089
 ROADWAY IH 35
 FROM 0.5 MI S OF UNIROYAL INTERCHANGE
 TO 2.68 MI N OF UNIROYAL INTERCHANGE
 WORK BRIDGE REPLACEMENT
 TOTAL COST: \$125,323,000
 FY 2024

CSJ 0086-14-077
 ROADWAY US 59
 FROM 0.5 MI S OF CORRIDOR RD (AIRPORT)
 TO 0.5 MI N OF CORRIDOR RD (AIRPORT)
 WORK CONSTRUCTION OF INTERCHANGE
 TOTAL COST: \$265,300,430
 FY 2024

TIP PROJECTS 2021-2024
 Project Point
 Project Line

FEDERAL HIGHWAY
NON-GROUPED
PROJECTS
AND
FINANCIAL SUMMARY

CSJ 0922-33-178

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-178	2021	CS	C	Laredo	\$ 10,000,000.00

Limits From: WORLD TRADE INTERNATIONAL BRIDGE

Limits To: .

Project DESCR: CONSTRUCTION OF INSPECTION BOOTHS

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 10

Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
10	\$ 8,000,000.00	\$ -	\$ -	\$ 2,000,000.00	\$ -	\$ 10,000,000.00
Total						\$ 10,000,000.00

Total Project Cost Information

Prelim Eng	\$ 490,000.00
ROW Purcl	\$ -
Const Cost	\$ 10,000,000.00
Const Eng	\$ 401,000.00
Conting	\$ 142,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 391,000.00
Total Cost	\$ 11,424,000.00

CSJ 0922-33-181

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-181	2021	CS	C	Laredo	\$ 225,000.00

Limits From: ADA BUS STOPS AND BICYCLE PLAZAS

Limits To: .

Project DESCR: IMPROVE CONNECTIONS, ACCESSIBILITY AND SECURITY FOR UP TO 17 BUS STOPS

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 9TAP

Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
9TAP	\$ 180,000.00	\$ -	\$ -	\$ 45,000.00	\$ -	\$ 225,000.00
Total						\$ 225,000.00

Total Project Cost Information

Prelim Eng	\$ 11,025.00
ROW Purcl	\$ -
Const Cost	\$ 225,000.00
Const Eng	\$ 9,023.00
Conting	\$ 3,195.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 248,243.00

2021 Update

CSJ 0922-33-076

District Laredo	MPO Laredo	County Webb	CSJ 0922-33-076	TIP FY 2021	HWY CS	Phase C	City Laredo	YOE Cost \$ 1,800,000.00
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Limits From: INTERSECTION OF FM 1472 AND FLECHA
 Limits To: 0.174 MILES EAST OF FM 1472
 Project DESCR: REALIGNMENT OF FLECHA AND LAS CRUCES
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 10
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
10	\$ 1,440,000.00	\$ -	\$ -	\$ 360,000.00	\$ -	\$ 1,800,000.00
Total						\$ 1,800,000.00

Total Project Cost Information

Prelim Eng	\$ 88,200.00
ROW Purcl	\$ 1,250,000.00
Const Cost	\$ 1,800,000.00
Const Eng	\$ 72,180.00
Conting	\$ 25,560.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 3,235,940.00

CSJ 0922-33-093

District Laredo	MPO Laredo	County Webb	CSJ 0922-33-093	TIP FY 2021	HWY CS	Phase C	City Laredo	YOE Cost \$ 16,240,154.00
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Limits From: 0.25 M EAST OF CALTON/SAN MARIA INT
 Limits To: 0.25 M WEST OF CALTON/SAN MARIA INT
 Project DESCR: CONSTRUCTION OF A GRADE SEPERATION INTERCHANGE
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 10
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
10	\$ 9,047,740.00	\$ -	\$ -	\$ 2,261,935.00	\$ -	\$ 11,309,675.00
10	\$ 4,930,479.00					\$ 4,930,479.00
Total	\$ 13,978,219.00			\$ 2,261,935.00		\$ 16,240,154.00

Total Project Cost Information

Prelim Eng	\$ 795,768.00
ROW Purcl	\$ 3,450,000.00
Const Cost	\$ 16,240,154.00
Const Eng	\$ 651,231.00
Conting	\$ 230,611.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 21,367,764.00

CSJ 0922-33-177

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-177	2021	CS	C	Laredo	\$ 696,850.00

Limits From: ANA PARK

Limits To: LCC CAMPUS

Project DESCR: CONSTRUCTION OF RIVER VEGA MULTIUSE ALTERNATIVE TRANSPORTATION TRAIL

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 9TAP

Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
9TAP	\$ 557,480.00	\$ -	\$ -	\$ 139,370.00	\$ -	\$ 696,850.00
Total						\$ 696,850.00

Total Project Cost Information

Prelim Eng	\$ 34,146.00
ROW Purcl	\$ -
Const Cost	\$ 696,850.00
Const Eng	\$ 27,944.00
Conting	\$ 9,896.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 768,836.00

FY 2022

2022Updated

CSJ 0922-33-165

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-165	2022	CS	C	Laredo	\$ 28,538,700.00

Limits From: FM 1472

Limits To: 0.100 MILES E OF BELTWAY PARKWAY

Project DESCR: NEW LOCATION 5 LANE HIGHWAY WITH 2 LANE FRONTAGE ROADS

Remarks P7: HACHAR ROADWAY - LOCAL

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 7, 3 LC

Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
7	\$ 21,437,520.80	\$ 3,805,159.94	\$ -	\$ 1,554,220.26	\$ -	\$ 26,796,901.00
3LC					\$ 1,741,799.00	\$ 1,741,799.00
Total						\$ 28,538,700.00

Total Project Cost Information

Prelim Eng	\$ 1,398,397.00
ROW Purct	\$ -
Const Cost	\$ 28,538,700.00
Const Eng	\$ 1,412,666.00
Conting	\$ 285,387.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,783,669.00
Total Cost	\$ 33,418,819.00

CSJ 0922-33-166

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-166	2022	CS	C	Laredo	\$ 21,440,668.00

Limits From: 0.1 MILE EAST OF BELTWAY PARKWAY

Limits To: IH 35 WEST FRONTAGE ROAD

Project DESCR: NEW LOCATION 5 LANE HIGHWAY WITH 2 LANE FRONTAGE ROADS

Remarks P7: REUTHINGER ROAD - LOCAL

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 7, 10

Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
7	\$ 17,152,534.40		\$ -	\$ 4,288,133.60	\$ -	\$ 21,440,668.00
Total						\$ 21,440,668.00

Total Project Cost Information

Prelim Eng	\$ 1,050,593.00
ROW Purct	\$ -
Const Cost	\$ 21,440,668.00
Const Eng	\$ 1,061,314.00
Conting	\$ 214,407.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,340,042.00
Total Cost	\$ 25,107,024.00

FY 2023

2023 New
CSJ 0086-14-088

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-088	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 20,000,000.00
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Limits From: 0.36 MI SOUTH OF UNIVERSITY BLVD
Limits To: 0.51 MI SOUTH OF SHILOH DR

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 5-LANE FREEWAY FACILITY WITH 3-LANE FRONTAGE ROADS AT UNIVERSITY BLVD TO SHILOH DR
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 2U, 10
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2U	\$ 9,200,000.00	\$ 2,300,000.00	\$ -	\$ -	\$ -	\$ 11,500,000.00
10	\$ 6,800,000.00	\$ 1,700,000.00	\$ -	\$ -	\$ -	\$ 8,500,000.00
Total	\$ 16,000,000.00	\$ 4,000,000.00	\$ -	\$ -	\$ -	\$ 20,000,000.00

Total Project Cost Information

Prelim Eng	\$ 980,000.00
ROW Purch	\$ 47,215,397.00
Const Cost	\$ 20,000,000.00
Const Eng	\$ 696,000.00
Conting	\$ 24,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,446,000.00
Total Cost	\$ 70,361,397.00

CSJ 0086-14-089

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-089	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 40,500,000.00
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Limits From: 0.51 MI SOUTH OF SHILOH
Limits To: INTERNATIONAL BLVD.

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6-LANE FREEWAY FACILITY WITH 3-LANE FRONTAGE ROADS AT INTERNATIONAL BLVD TO SHILOH DR
Remarks P7:

Project Sponsor
Revision Date
MPO Proj Num
Funding Cat(S) 2U, 10
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2U	\$ 25,200,000.00	\$ 6,300,000.00	\$ -	\$ -	\$ -	\$ 31,500,000.00
10	\$ 7,200,000.00	\$ 1,800,000.00	\$ -	\$ -	\$ -	\$ 9,000,000.00
Total	\$ 32,400,000.00	\$ 8,100,000.00	\$ -	\$ -	\$ -	\$ 40,500,000.00

Total Project Cost Information

Prelim Eng	\$ 1,984,500.00
ROW Purch	\$ 64,919,082.00
Const Cost	\$ 40,500,000.00
Const Eng	\$ 1,409,400.00
Conting	\$ 48,600.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 2,928,150.00
Total Cost	\$ 111,789,732.00

CSJ 0086-01-073

District Laredo	MPO Laredo	County Webb	CSJ 0086-01-073	TIP FY 2023	HWY SH 359	Phase C	City Laredo	YOE Cost \$ 18,000,000.00
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Limits From: 4.06 MILES E OF SL 20
Limits To: 8.935 MILES E OF SL 20

Project DESCR: WIDEN ROADWAY FROM 3-LANE TO 5-LANE UNDIVIDED HIGHWAY
Remarks P7:

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

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
12	\$ 14,400,000.00	\$ 3,600,000.00	\$ -	\$ -	\$ -	\$ 18,000,000.00
Total	\$ 14,400,000.00	\$ 3,600,000.00	\$ -	\$ -	\$ -	\$ 18,000,000.00

Total Project Cost Information

Prelim Eng	\$ 882,000.00
ROW Purch	\$ 330,000.00
Const Cost	\$ 18,000,000.00
Const Eng	\$ 883,800.00
Conting	\$ 406,800.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 939,600.00
Total Cost	\$ 21,442,200.00

CSJ 0086-02-023

District Laredo	MPO Laredo	County Webb	CSJ 0086-02-023	TIP FY 2023	HWY SH 359	Phase C	City Laredo	YOE Cost \$ 6,000,000.00
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Limits From: 8.935 MILES E OF SL 20
 Limits To: 9.830 MILES E OF SL 20
 Project DESCR: WIDEN ROADWAY FROM 2-LANE TO 4-LANE DIVIDED HIGHWAY
 Remarks P7:

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

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
11	\$ 4,800,000.00	\$ 1,200,000.00	\$ -	\$ -	\$ -	\$ 6,000,000.00
Total						\$ 6,000,000.00

Total Project Cost Information

Prelim Eng	\$ 294,000.00
ROW Purch	\$ 330,000.00
Const Cost	\$ 6,000,000.00
Const Eng	\$ 294,600.00
Conting	\$ 135,600.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 313,200.00
Total Cost	\$ 7,367,400.00

2023 Updated

CSJ 0086-14-075

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-075	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 24,100,000.00
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Limits From: 0.50 MI S OF DEL MAR BLVD
 Limits To: 0.50 MI N OF DEL MAR BLVD
 Project DESCR: CONSTRUCTION OF INTERCHANGE AT DEL MAR BLVD
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 2M
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2M	\$ 19,280,000.00	\$ 4,820,000.00	\$ -	\$ -	\$ -	\$ 24,100,000.00
Total						\$ 24,100,000.00

Total Project Cost Information

Prelim Eng	\$ 1,180,900.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 24,100,000.00
Const Eng	\$ 1,197,770.00
Conting	\$ 602,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 800,120.00
Total Cost	\$ 278,887,074.00

CSJ 0086-14-076

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-076	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 21,500,000.00
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Limits From: 0.50 MI S OF SHILOH DR
 Limits To: 0.50 MI N OF SHILOH DR
 Project DESCR: CONSTRUCTION OF INTERCHANGE AT SHILOH DR
 Remarks P7:

Project Sponsor
 Revision Date
 MPO Proj Num
 Funding Cat(S) 2M
 Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2M	\$ 17,200,000.00	\$ 4,300,000.00	\$ -	\$ -	\$ -	\$ 21,500,000.00
Total						\$ 21,500,000.00

Total Project Cost Information

Prelim Eng	\$ 1,053,500.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 21,500,000.00
Const Eng	\$ 1,068,550.00
Conting	\$ 537,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 713,800.00
Total Cost	\$ 275,879,134.00

FY 2023

CSJ 0086-14-079

	District Laredo	MPO Laredo	County Webb	CSJ 0086-14-079	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 16,850,000.00
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Limits From: 0.50 MI S OF UNIVERSITY BLVD
 Limits To: 0.50 MI N OF UNIVERSITY BLVD
 Project DESCR: CONSTRUCTION OF INTERSHANG AT UNIVERSITY BLVD
 Remarks P7:

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

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2M	\$ 13,480,000.00	\$ 3,370,000.00	\$ -	\$ -	\$ -	\$ 16,850,000.00
Total						<u>\$ 16,850,000.00</u>

Total Project Cost Information

Prelim Eng	\$ 825,650.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 16,850,000.00
Const Eng	\$ 837,445.00
Conting	\$ 421,250.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 559,420.00
Total Cost	<u>\$ 270,499,549.00</u>

2024 New
CSJ 0086-14-087

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-087	2024	US 59	C	Laredo	\$ 30,600,000.00

Limits From: 0.4 MI NORTH OF E CORRIDOR RD (AIRPORT)
Limits To: 0.36 MI SOUTH OF UNIVERSITY BLVD

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

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6-LANE FREEWAY FACILITY WITH 3-LANE FRONTAGE ROADS AT 0.4 MI N OF AIRPORT TO UNIVERSITY BLVD
Remarks P7:

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 24,480,000.00	\$ 6,120,000.00	\$ -	\$ -	\$ -	\$ 30,600,000.00
Total						\$ 30,600,000.00

Total Project Cost Information

Prelim Eng	\$ 1,499,400.00
ROW Purch	\$ 58,947,030.00
Const Cost	\$ 30,600,000.00
Const Eng	\$ 1,064,880.00
Conting	\$ 36,720.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 2,212,380.00
Total Cost	\$ 94,360,410.00

CSJ 0086-14-086

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-086	2024	US 59	C	Laredo	\$ 15,600,000.00

Limits From: US 59
Limits To: 0.4 MI NORTH OF E CORRIDOR RD (AIRPORT)

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

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6 TO 8-LANE FREEWAY FACILITY WITH A SECTION INCLUDING 3-LANE FRONTAGE ROADS AT US 59 TO 0.4 MI N OF AIRPORT
Remarks P7:

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 12,480,000.00	\$ 3,120,000.00	\$ -	\$ -	\$ -	\$ 15,600,000.00
Total						\$ 15,600,000.00

Total Project Cost Information

Prelim Eng	\$ 764,400.00
ROW Purch	\$ 48,377,844.00
Const Cost	\$ 15,600,000.00
Const Eng	\$ 542,880.00
Conting	\$ 18,720.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,127,880.00
Total Cost	\$ 66,431,724.00

CSJ 0018-06-185

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-185	2024	IH 35	C	Laredo	\$ 35,000,000.00

Limits From: 0.50 MI EAST OF IH35
Limits To: 0.50 MI NORTH OF US99
Project DESCR: NEW DIRECT CONNECTOR (#3) SOUTH IH35 TO EAST I-69W
Remarks P7:

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

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 28,000,000.00	\$ 7,000,000.00	\$ -	\$ -	\$ -	\$ 35,000,000.00
Total						\$ 35,000,000.00

Total Project Cost Information

Prelim Eng	\$ 1,715,000.00
ROW Purch	\$ 48,377,844.00
Const Cost	\$ 35,000,000.00
Const Eng	\$ 1,739,500.00
Conting	\$ 875,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,162,000.00
Total Cost	\$ 88,869,344.00

2024 Updated
CSJ 0086-14-078

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-078	TIP FY 2024	HWY US 59	Phase C	City Laredo	YOE Cost \$ 19,691,424.00
Limits From: 0.50 MI S OF JACAMAN RD Limits To: 0.50 MI N OF JACAMAN RD Project DESCR: CONSTRUCTION OF INTERCHANGE AT JACAMAN RD Remarks P7:						Project Sponsor Revision Date MPO Proj Num Funding Cat(S) Project History	12, 2M	

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 13,600,000.00	\$ 3,400,000.00	\$ -	\$ -	\$ -	\$ 17,000,000.00
2M	\$ 2,153,139.20	\$ 538,284.80	\$ -	\$ -	\$ -	\$ 2,691,424.00
Total	\$ 15,753,139.20	\$ 3,938,284.80	\$ -	\$ -	\$ -	\$ 19,691,424.00

Total Project Cost Information

Prelim Eng	\$ 964,880.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 19,691,424.00
Const Eng	\$ 978,664.00
Conting	\$ 492,286.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 653,756.00
Total Cost	\$ 273,786,794.00

CSJ 0018-05-089

District Laredo	MPO Laredo	County Webb	CSJ 0018-05-089	TIP FY 2024	HWY IH 35	Phase C	City Laredo	YOE Cost \$ 110,000,000.00
Limits From: 0.500 MI S OF UNIROYAL INTERCHANGE Limits To: 2.68 MI N OF UNIROYAL INTERCHANGE Project DESCR: REPLACEMENT OF BRIDGE STRUCTURE AT UNIROYAL DRIVE Remarks P7:						Project Sponsor Revision Date MPO Proj Num Funding Cat(S) Project History	12, 4	

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 36,000,000.00	\$ 9,000,000.00	\$ -	\$ -	\$ -	\$ 45,000,000.00
4	\$ 52,000,000.00	\$ 13,000,000.00	\$ -	\$ -	\$ -	\$ 65,000,000.00
Total	\$ 88,000,000.00	\$ 22,000,000.00	\$ -	\$ -	\$ -	\$ 110,000,000.00

Total Project Cost Information

Prelim Eng	\$ 5,390,000.00
ROW Purch	\$ -
Const Cost	\$ 110,000,000.00
Const Eng	\$ 6,193,000.00
Conting	\$ 561,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 3,179,000.00
Total Cost	\$ 125,323,000.00

2024Remain
CSJ 0086-14-077

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-077	TIP FY 2024	HWY US 59	Phase C	City Laredo	YOE Cost \$ 12,355,990.00
Limits From: 0.500 MI SOUTH OF E CORRIDOR RD (AIRPORT) Limits To: 0.50 MI NORTH OF E CORRIDOR RD (AIRPORT) Project DESCR: CONSTRUCTION OF INTERCHANGE AT AIRPORT Remarks P7: HWY CHANGE FROM SL 20 TO US 59						Project Sponsor Revision Date MPO Proj Num Funding Cat(S) Project History	2M	

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
2M	\$ 9,884,792.00	\$ 2,471,198.00	\$ -	\$ -	\$ -	\$ 12,355,990.00
Total	\$ 12,355,990.00	\$ 2,471,198.00	\$ -	\$ -	\$ -	\$ 12,355,990.00

Total Project Cost Information

Prelim Eng	\$ 605,444.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 12,355,990.00
Const Eng	\$ 614,093.00
Conting	\$ 308,900.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 410,219.00
Total Cost	\$ 265,300,430.00



MPO / Laredo District - 22

Initial FY 2021-2024 Transportation Improvement Program

Funding by Category

Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021-2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$105,450,000	\$105,450,000	\$15,047,414	\$15,047,414	\$120,497,414	\$120,497,414
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$1,741,799	\$1,741,799	\$0	\$0	\$0	\$0	\$1,741,799	\$1,741,799
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000,000	\$65,000,000	\$65,000,000	\$65,000,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$48,237,569	\$48,237,569	\$0	\$0	\$0	\$0	\$48,237,569	\$48,237,569
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$921,850	\$921,850	\$0	\$0	\$0	\$0	\$0	\$0	\$921,850	\$921,850
10	Supplemental Transportation	\$28,040,154	\$28,040,154	\$0	\$0	\$17,500,000	\$17,500,000	\$0	\$0	\$45,540,154	\$45,540,154
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000	\$0	\$0	\$6,000,000	\$6,000,000
12	Strategic Priority	\$0	\$0	\$0	\$0	\$18,000,000	\$18,000,000	\$143,200,000	\$143,200,000	\$161,200,000	\$161,200,000
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$28,962,004	\$28,962,004	\$49,979,368	\$49,979,368	\$146,950,000	\$146,950,000	\$223,247,414	\$223,247,414	\$449,138,786	\$449,138,786

Funding Participation Source

Source	FY2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$24,155,699	\$38,590,055	\$117,560,000	\$178,597,931	\$358,903,685
State	\$0	\$3,805,160	\$29,390,000	\$44,649,483	\$77,844,643
Local Match	\$4,806,305	\$5,842,354	\$0	\$0	\$10,648,659
CAT 3 - Local Contributions (LC)	\$0	\$1,741,799	\$0	\$0	\$1,741,799
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$28,962,004	\$49,979,368	\$146,950,000	\$223,247,414	\$449,138,786

**TRANSIT
PROJECTS
AND
FINANCIAL SUMMARY**

FY 2021 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2021	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		Trans. Dev. Credits Requested	\$0
Sec 5307 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

Amendment Date & Action

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2021	Fiscal Year Cost	\$199,280
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$199,280
		Trans. Dev. Credits Requested	\$0
Sec 5310 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$415,500
		State Funds from TxDOT	0
		Other Funds	73,324
Apportionment Year	2021	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		Trans. Dev. Credits Requested	\$0
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

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2022	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		Trans. Dev. Credits Requested	\$0
Sec 5307 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

Amendment Date & Action

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2022	Fiscal Year Cost	\$199,280
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$199,280
		Trans. Dev. Credits Requested	\$0
Sec 5310 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

Amendment Date & Action

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$415,500
		State Funds from TxDOT	0
		Other Funds	73,324
Apportionment Year	2022	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		Trans. Dev. Credits Requested	\$0
Sec 5339 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

Amendment Date & Action

FY 2023 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2023	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		Trans. Dev. Credits Requested	\$0
Sec 5307 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

Amendment Date & Action

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2023	Fiscal Year Cost	\$199,280
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$199,280
		Trans. Dev. Credits Requested	\$0
Sec 5310 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

Amendment Date & Action

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$415,500
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Apportionment Year	2023	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		Trans. Dev. Credits Requested	\$0
Sec 5339 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

Amendment Date & Action

FY 2024 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2024	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5307 ID Number			

Amendment Date & Action

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2024	Fiscal Year Cost	\$199,280
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$199,280
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5310 ID Number			

Amendment Date & Action

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$415,500
		State Funds from TxDOT	0
		Other Funds	73,324
Apportionment Year	2024	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5339 ID Number			

Amendment Date & Action

Transit Financial Summary

Laredo Webb County Area Metropolitan Planning Organization

FY 2021- 2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 07/15/ 2019

Transit Program		FY 2021			FY 2022			FY 2023		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$4,187,999	\$11,511,876	\$15,699,875	\$4,187,999	\$11,511,876	\$15,699,875	\$4,187,999	\$11,511,876	\$15,699,875
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$169,388	\$29,892	\$199,280	\$169,388	\$29,892	\$199,280	\$169,388	\$29,892	\$199,280
5	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Other FTA	\$415,500	\$73,324	\$488,824	\$415,500	\$73,324	\$488,824	\$415,500	\$73,324	\$488,824
13	Regionally Significant or Other			\$0			\$0			\$0
Total Funds		\$4,772,887	\$11,615,092	\$16,387,979	\$4,772,887	\$11,615,092	\$16,387,979	\$4,772,887	\$11,615,092	\$16,387,979
Transportation Development Credits Requested				\$0			\$0			\$0
Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2024			FY 2021-2024 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$4,187,999	\$11,511,876	\$15,699,875	\$16,751,996	\$46,047,504	\$62,799,500
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$169,388	\$29,892	\$199,280	\$677,552	\$119,568	\$797,120
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Other FTA	\$415,500	\$73,324	\$488,824	\$1,662,000	\$293,296	\$1,955,296
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
Total Funds		\$4,772,887	\$11,615,092	\$16,387,979	\$19,091,548	\$46,460,368	\$65,551,916
Transportation Development Credits Requested				\$0			\$0
Awarded				\$0			\$0

FAST ACT COMPLIANCE CHECKLIST



**SUPPLEMENTAL FAST ACT COMPLIANCE DOCUMENTATION FOR
METROPOLITAN & STATEWIDE TRANSPORTATION PLANNING PROCESS**
(Due on or after 05-27-18)

The Laredo MPO has included details for each item on this checklist to demonstrate compliance of the 2040 MTP with FAST Act requirements. While the MPO has been proactive in addressing these new planning requirements even prior to the passage of the FAST Act, some additions and edits to the 2040 MTP have been made to best demonstrate compliance and provide the information requested in this checklist. A track changes version of chapter updates has been submitted as a summary of all changes made in the MTP chapters to aid in this review as well. In addition, the Laredo MPO is currently initiating its 2045 MTP, which will build upon initial and newly enhanced coordination efforts as well as performance based planning requirements.

1. Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program). (Ref: 23 CFR 450.316(a))

— Please include documentation on how the PPP has been updated by the MPO to incorporate the new stakeholders identified under the FAST Act metropolitan and statewide planning regulations cited above. If, for example, your region does not currently include a parking cash-out program or transit benefits program for the area users, please simply state so here. Please include the current date of your most recently updated PPP adopted by the MPO policy board and a web-link to this documentation for future reference purposes.

The Public Participation Plan (PPP) for the Laredo MPO was updated/adopted in May of 2017 to be compliant with 23 CFR 450.316. This update may be found online at http://www.laredompo.org/files/Public_Participation_Plan.pdf

- (a) While there are no maritime ports within the Laredo MPO limits, the Laredo Port of Entry contains five border crossings, including four vehicular bridges owned and operated by the City of Laredo, Texas and Nuevo Laredo, Tamaulipas and one rail bridge (Texas-Mexican Railway International Bridge) that is owned and operated by the Texas Mexican Railway (KCS) an Kansas City Southern de Mexico. The Laredo MPO's Interested Parties List includes representatives from Laredo Customs and Border Protection as well as the Border Patrol who have responsibilities over the Port of Entry to Laredo. All interested parties are invited to all MPO meetings and receive agendas for



meetings. In addition, the Laredo MPO maintains a stakeholder outreach list, which includes the Logistics and Manufacturing Association of Port Laredo. All members of the stakeholder list receive invitations and notifications for public meetings conducted for development and adoption of the MTP.

- (b) The Laredo MPO's Stakeholder List has been updated to include Greyhound, the intercity bus operator within the region. The region does not currently include employer-based commuting programs; however, there has been interest and coordination with private companies in industrial parks along or near current public transportation routes on the potential to provide these types of employer-based commuting programs in the future. These potential transit incentive partnerships that have resulted from ongoing coordination with the MPO are detailed in the most recent El Metro Marketing Plan (2017) and Transit Development Plan (TDP). As part of the 2045 MTP Update, the MPO will continue to coordinate in furthering these strategic transit incentives types of programs.

2. Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction. (Ref: 23 CFR 450.316(b))

- *Identify which agencies within your metropolitan planning area that you have demonstrated consultation with as part of your MTP and TIP development that are involved in regional tourism activities (including consultation with local Chamber of Commerce, major public sporting and tourism sponsors and activities, festivals, etc. within your region. Perhaps include weblinks to major sporting events, festivals, and other tourism activities within your region. For natural disaster risk reduction perhaps include documentation of which emergency management or centers operate within the city or county (or perhaps FEMA/DHS coordination) that you have engaged within as part of your metropolitan transportation planning process. Perhaps include hurricane evacuation maps (if applicable) or links to these types of State or local emergency management activities, operations, and agencies onto the MPO's homepage.*

While this consultation was not specifically encouraged as part of previous federal transportation law and is more explicitly encouraged via the FAST Act, the Laredo MPO has long recognized the importance of consultation and coordination with these agencies and the 2040 MTP included such consultation

in Chapter 1 Planning Context, the MPO structure involving the policy committee, technical committee, and planning staff is introduced. A representative from South Texas Economic Development is a member of the technical committee and is involved regional tourism activities in the MPO area. Both the technical and policy committee are comprised of members that are involved in natural disaster risk reduction and emergency



management including the mayor of Laredo, three councilpersons, two county commissioners, a county judge, and representatives from the city, county, FHWA, TxDOT, and the airport.

In *Chapter 11: Safety, Security, and Resilience*, the chapter extensively details federal, state, regional, and local agencies and programs that are involved in the planning process and active within the Laredo MPO area. The 2010 MTP was updated to include the MPO's adoption of the FHWA Vulnerability Assessment and Adaptation Framework to assess the region for vulnerabilities to natural disasters and has identified infrastructure that is vulnerable to flooding due to physical locations within the 100-year floodplain. The 2040 MTP was also updated to include reference that the City of Laredo maintains the Emergency Operations Center (EOC) for the region, and the Laredo MPO is coordinating with the Laredo EOC to include web links to state and local emergency management authorities and information on the MPO website.

3. MPO(s), State(s), and the providers of public transportation shall jointly agree upon and develop specific written provisions for cooperatively developing and sharing information related to: a) transportation performance data; b) the selection of performance targets; c) the reporting of performance targets; d) the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO & the collection of data for the State asset management plan for the NHS. (Ref: 23 CFR 450.314(h))
 - *Document the form of written agreement whether existing MOU/MOA or other form used to meet compliance with this new FAST Act requirement under 23 CFR 450.314(h), identify which key stakeholders have signed this MOU/MOA (or other form) and a brief description of their roles and responsibilities related to the performance-based planning and programming process. These are due by May 27, 2018.*

The Laredo MPO has a Memorandum of Understanding (MOU) with TxDOT and Laredo's public transportation operator (El Metro), which was signed in February 2018 to meet requirements under 23 CFR 430.314(h). A copy of the MOU is attached with this checklist. It is signed by the Mayor of Laredo, who is the chairperson of the MPO, the General Manager for El Metro, and the TxDOT District Engineer. The MOU identifies cooperative mutual responsibilities for carrying out MPO planning activities and performance based planning and programming.

4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a){9&10} and 306(b){9&10})
 - *Document how the two new FAST Act metropolitan planning factors have been addressed within the transportation planning process, including what analysis framework was utilized to ensure the resiliency and reliability of the transportation system (example: GIS mapping for visualization purposes) or to identify and reduce storm-water impacts of surface transportation*



through policies and design standards (example: TxDOT Roadside Design Manual or local public agency geometric design criteria) used within the metropolitan area. For purposes of enhancing travel and tourism, perhaps include discussion of how the PPP and outreach efforts have been implemented to incorporate additional stakeholders related to travel and tourism within the metropolitan planning region.

The Laredo MPO has long incorporated resiliency, stormwater reduction, and travel and tourism into the planning process, just under different names. *Chapter 13 Benefits, Impacts & Next Steps* details the MPO's recommendations for environmental mitigation measures and environmental assessments

- (a) The 2040 MTP was updated to better incorporate the planning factor ***improve the resiliency and reliability of the transportation system***. To better incorporate resiliency and reliability within the planning process, *Chapter 11: Safety, Security, and Resiliency* describes the MPO's adoption of the FHWA Vulnerability Assessment and Adaptation Framework to assess the region for vulnerabilities to natural disasters. Following this framework, the MPO has identified infrastructure that is vulnerable to flooding due to physical locations within the 100-year floodplain using GIS visualizations. Previous to the updated version, the standing MTP applied a similar GIS approach to environmental assessments to identify cultural and environmental assets in relation to transportation projects.

Chapter 11 Safety, Security, and Resiliency of the 2040 MTP was updated to incorporate the planning factor ***reduce or mitigate stormwater impacts of surface transportation***. To incorporate stormwater reduction mitigation, the transportation planning process has been updated to reference and apply the *TxDOT Hydraulic Design Manual* which provides guidelines on both structure and non-structural stormwater management practices that serve to reduce or mitigate the impacts of stormwater from surface transportation. The planning process was also updated to include the Webb County Planning and Physical Development Department which facilitates the regulatory enforcement of land use and development activities including floodplain development permits and building permits in compliance with federal and local regulations.

- (b) Regarding the planning factor ***enhance travel and tourism***, *Chapter 4* of the 2040 MTP was updated to describe that the Laredo MPO maintains a contact list of groups and individuals which have expressed interest in transportation planning activities. As required by 23 CFR 450.316 (b), the MPO has expanded the contact list as described in the updated PPP to seek consultation with agencies and officials responsible for tourism and natural disaster risk reduction. Interested parties related to tourism who are invited to all meeting and receive



all agendas include The Laredo Convention and Visitor's Bureau, the Laredo Development Foundation, and the Laredo Chamber of Commerce. Additional outreach and coordination with these agencies will build upon these coordination efforts in developing the 2045 Laredo MTP.

5. Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). (Ref: 23 CFR 450.216(b) and 324(f)(2))
 - *Document how the long-range metropolitan transportation plan (MTP) has addressed intercity buses (e.g., Greyhound and other transit bus providers) within the region. Mapping of intercity bus terminals, intermodal facilities, and bus routes within the MTP is suggested as one option and how these facilities link to major highway networks and arterials within the metropolitan planning region.*

While consideration of intercity buses was not required by previous federal transportation law and required under the FAST Act, the Laredo MPO has long considered the role of intercity buses within the region. Prior to the update, the standing 2040 MTP included a section on the role Greyhound plays in the MPO area and a description of the location of the Greyhound station at the El Metro Transit Center. With the update, the section title was updated from "Greyhound" to "Intercity Transportation" and additional intercity bus operators providing service to international destinations from the El Metro Transit Center are given reference. Within this chapter, the MTP discusses the one major transit center, the Laredo Transit Center, located in downtown Laredo, and provides a map of bus routes within the system overlaid on the roadway network.

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))
 - *Document how the MPO included an assessment of the existing transportation system (both highway and transit routes) -- for example: using GIS mapping or other framework analysis tools- to help reduce the vulnerability of the existing and future transportation infrastructure to natural disasters including extreme weather events like flooding, hurricane impacts, drought, etc. as applicable for the MPO geographic region.*

Previous to the 2040 MTP update, the standing 2040 MTP provides recommendations for environmental assessments and mitigation activities to be conducted for implementation of transportation projects that could potentially impact environmental and cultural assets in *Chapter 13: Benefits, Impacts & Next Steps (Environmental Assessment section)*. In addition, the standing 2040 MTP takes a GIS approach to identifying and



mapping environmental and cultural resources in relation to existing and planned transportation improvements as described in *Chapter 13*. *Chapter 13* also details potential environmental mitigation activities that can be taken for specific environmental and cultural resources.

With the update to the 2040 MTP, *Chapter 11: Safety, Security, and Resilience* is updated to include the MPO's adoption of the FHWA Vulnerability Assessment and Adaptation Framework to assess the region for vulnerabilities to natural disasters. With this update, the MPO has collected geospatial data on transportation infrastructure and natural features in the region to identify transportation infrastructure that is vulnerable to natural disasters and extreme weather events using a GIS analysis approach. The MPO has identified critical roadway and railway transportation assets in the MPO planning area that are vulnerable to flooding in *Chapter 11: Safety, Security, and Resiliency*.

7. MTP includes a description of the (Federally required) performance measures and performance targets used in assessing the performance of the transportation system. (Ref: 23 CFR 450.324(f)(3))
 - *Document how the MPO included safety and Transit Asset Management (TAM) performance targets are used in assessing the performance of the transportation system. As the 2-year phase-in deadlines approach for PM2 (pavement and bridge condition) and PM3 (NHS, Freight, and CMAQ) performance targets on or after May 20, 2019, and the MPO adopts these subject performance targets, include documentation of how these additional targets will be used in assessing the performance of the transportation system within the MPO planning region. For additional information on applicable dates for TPM and timelines for implementation, please see: <https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>*

With the update of the 2040 MTP, a section on performance measures was added to *Chapter 1: Planning Context*. This section includes a description of the federally required performance areas and performance measures. TxDOT has adopted the performance targets of a two percent reduction of the five safety performance measures by 2022. The Laredo MPO adopts the federally required performance measures and the performance targets in coordination with TxDOT. The Laredo MPO has adopted TxDOT's performance targets of a two percent reduction of the safety performance measures by 2022. Adoption of the remaining performance targets will occur in the 2045 MTP update and as TxDOT adopts statewide performance targets for the remaining performance areas and performance measures.

8. MTP includes a system evaluation report evaluating the condition and performance of the transportation system with respect to the (Federally required) performance targets including progress achieved by the MPO toward the performance targets. (Ref: 23 CFR 450.324(f)(4))



- *Document how the MTP has supported the performance targets associated with safety, TAM, and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how progress has been achieved by the MPO toward these adopted system performance targets. For additional information on applicable dates for TPM and timelines for implementation, please see: <https://www.fhwa.dot.gov/tpm/rule/timeline.pdf>*

Chapter 1: Planning Context was updated to include a section on performance measures. The Laredo MPO is coordinating with TxDOT to develop a system to report progress in achieving performance targets. At this time, TxDOT and the Laredo MPO have only adopted performance targets for the safety performance measures. The Laredo MPO is continuing coordination with TxDOT on the data collection, analysis, reporting, and target setting for the performance measures. The 2045 MTP update will include the development of a performance evaluation reporting system that will evaluate progress toward achieving performance targets and will demonstrate this compliance prior to the May 2019 deadline. Development of a comprehensive performance based evaluation approach to the 2045 MTP is still in development at this time and will consider best practices from FHWA, US EPA, and state based performance measures and targets to tailor those measures and targets of evaluation to the metropolitan planning process.

9. STIP/TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP. (Ref: 23 CFR 450.218(q) and 326(d))
 - *Document how the STIP/TIPs have an impact towards achieving the performance targets associated with safety, TAM, and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how progress has been made by the MPO. Include discussion in both MTP and STIP/TIP on how performance targets have been impacted by the list of projects and programs shown in the documents.*

At this time, the Laredo MPO has adopted performance targets for safety and TAM, in coordination with TxDOT and in compliance with federal regulations. The 2019-2022 TIP supports the achievement of performance targets associated with safety and TAM through the selection of projects that support the achievement of these performance targets. The 2045 MTP update will include the development of an evaluation report that can be used to assess the progress of projects in achieving performance targets.



10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(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



PUBLIC PARTICIPATION PLAN

LAREDO URBAN TRANSPORTATION STUDY

METROPOLITAN PLANNING ORGANIZATION

UPDATED: May 15, 2017



LAREDO URBAN TRANSPORTATION STUDY

METROPOLITAN PLANNING ORGANIZATION

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PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

GENERAL

The Laredo Urban Transportation Study serves as the Metropolitan Planning Organization (MPO) for the Laredo urban area. The purpose of the MPO is to provide continuous, cooperative, and comprehensive transportation planning for the area. The most recent highway legislation “Fixing America’s Surface Transportation Act (FAST Act) of 2015” continues the legacy of greater public involvement that began with the passage of the “Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) of 1998”, the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005”, and the “Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012”, which all emphasized the need for public participation throughout the metropolitan and statewide transportation planning process. The Final Rule issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration reflecting the passage of MAP 21 and the FAST Act was approved on May 27, 2016. MPO’s are required to conduct a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early, and on-going public involvement in developing plans, programs, policies and procedures.

POLICY

It is the policy of the MPO to provide every opportunity for the involvement of individuals in the transportation planning process in conformance with the requirements of 23 CFR 450.316 (a) for the purposes of:

- Providing opportunity for input from: individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties, hereafter referred to as segments of the community affected by transportation plans, programs, and projects.
- Providing early and continuing public involvement opportunities throughout the transportation planning and programming process;
- Providing timely notice and reasonable access to information concerning transportation issues and processes to area residents, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs, and projects;
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households;

PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

- Providing adequate public notice of public involvement activities and time for public review and comment at key decision points, including the approval of plans and programs;
- Demonstrating explicit consideration and response to public input received during the planning and program development process.
- Providing for the employment of visualization techniques to describe metropolitan transportation plans and TIPs.

SUMMARY OF COMMENT PERIOD AND NOTICE REQUIREMENTS

Table 1 – Summary of public comment periods and notice requirements for policy, procedure, and program documents

Document	Comment Period	Notices
By Laws – revisions	10 days	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Public Participation Plan – initial adoption	45 days	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Public Participation Plan – revisions	45 day	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Unified Planning Work Program (UPWP) – initial adoption	20 days	5 days - Summary published in newspaper 72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
UPWP - revisions	0	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Transportation Improvement Program (TIP) – initial adoption	20 days**	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
TIP – revisions	10 days**	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Metropolitan Transportation Plan (MTP) – initial adoption	20 days**	90 days - Nomination form in newspaper and on website 72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
MTP - revisions	10 days**	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)

* 72 hour advance notice postings will include: Posting at the Laredo City Hall and the Webb County Commissioners Court Building, emailing to the MPO interested party contact list, and publishing in the local English and Spanish language newspapers (the Laredo Morning Times and El Manana) in summary form in both English and Spanish prior to meeting in which final action will be taken.

** If comments are received during the comment period, which raise material issues that could not have reasonably been foreseen prior to the comment period; a second comment period of 10 days shall be added.

PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

REQUIREMENTS

Posting

Notice of meetings held by MPO staff for the purpose of securing public comment and all meetings of the Policy Committee shall be posted not less than 72 hours in advance of the meeting in the form and manner prescribed by the Texas Open Meetings Act at the Laredo City Hall and the Webb County Commissioners Court Building. Additionally, the notice may be posted at the Texas Department of Transportation Laredo District Office, El Metro Operations Facility, and on the MPO and Webb County website. Notice placed at the El Metro Operations Facility shall be located in a place and manner readily accessible to transit employees for the purpose of giving notice to employee union members.

Newspaper Publication

Notice of the proposed adoption or revision to any policy, procedure, plan or program requiring Policy Committee action shall be published in summary form in English and Spanish in one or more newspapers of general circulation in Laredo, Texas not less than 72 hours in advance of the meeting in which final action will be taken. Notice shall also be emailed 72 hours in advance to those listed on the interested party contact list maintained by the MPO. The notice shall include the name, address, and telephone number of the person who may be contacted regarding the proposed item. The notice shall include the location at which technical information and reports are available for review.

Meeting

All public meetings of the MPO Policy Committee shall be held in compliance with the Texas Open Meetings Act, the Americans with Disabilities Act (ADA), and recorded on audio or video tape for broadcast on the public access channel, and streaming on the web. Minutes of public meetings shall be prepared by MPO staff and shall constitute the official record of the proceedings. MPO staff shall prepare a meeting packet that includes the meeting agenda and action items for consideration by the Policy Committee. The meeting packet will be mailed to Policy Committee members 7 days prior to the meeting date or hand delivered 5 days prior to the meeting date.

Meetings held for the purpose of securing public comment shall be held at convenient and accessible times and locations. The meetings will be held within a reasonable distance of an El Metro route. Persons attending public meetings conducted by the MPO will be asked to register on a sign-in sheet.

It is the intent of LUTS to provide access to all individuals interested in attending MPO meetings. Groups or people with special needs who wish to attend a meeting should give MPO staff 5 working days in advance of the meeting in order that MPO staff may reasonably accommodate their special needs.

PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

Retention of Documents

All official meeting materials, including but not limited to notices, newspaper publications, minutes, sign-in sheets, audio/video tapes, documents proposed for adoption or revision, and written comments received during public review and comment periods shall be retained by the MPO for a minimum of three years, or longer if required by the Texas State Library and Archives Commission.

Public Review and Comment

The adoption or revision of certain documents may require a 10, 20 or 45 day public review and comment period prior to final action by the Policy Committee. The public review and comment period shall be initiated through action of the Policy Committee following a presentation on the proposed plan, program, policy or procedure. When a public review and comment period is required, the MPO shall make available at its offices and on its website a copy of the document. The public may review the document at the MPO offices during normal working hours and, when possible, staff will be available to answer questions. Written comments received during the public review and comment period will be presented to the Policy Committee prior to final action on the plan, program, policy or procedure being considered.

When significant written and oral comments are received during the MTP or TIP public participation process they will be summarized, analyzed, and accompanied with a description of how they were addressed in the applicable document.

ADOPTION AND REVISION OF PLANNING AND PROGRAMMING DOCUMENTS

Initial Adoption

The adoption of the Metropolitan Transportation Plan (MTP) shall require a public review and comment period of not less than 20 days prior to final action by the Policy Committee. A project nomination form will be published in a newspaper of general circulation and be made available through the Internet at least 90 days prior to final action by the Policy Committee. Presentations on the proposed MTP shall be made to the Laredo City Council and the Laredo MPO prior to the public review and comment period. Written comments and project nomination forms received during the public review and comment period regarding the draft MTP will be incorporated into the final document.

The MTP and TIP shall include at least one map designating the conceptual limits of project locations. The initial adoption of the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP) shall require a public review and comment period of not less than 20 days prior to final action by the Policy Committee. A summary of the proposed UPWP will be published in a newspaper of general circulation at least 5 days prior to final action by the Policy Committee.

PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

Revisions

Substantive revisions to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) shall require a public review and comment period of not less than 10 days prior to final action by the Policy Committee. Substantive revisions to all other planning and programming documents, including but not limited to the Unified Planning Work Program (UPWP) do not require a public review and comment period, but must be approved by the Policy Committee.

Substantive revisions include any changes to a plan or program that consist of the addition, deletion or substitution of projects, changes to a project's scope and reprogramming of projects outside of the plan or program's scope. MPO staff may request action by the Policy Committee for non-substantive revisions to any plan or program. Any revisions shall be set out in full and indicate any portion to be deleted by strike-out type and indicate proposed new language by underscoring or the use of italics.

ADOPTION AND REVISION OF PUBLIC PARTICIPATION PLAN

The initial adoption or revision of the Public Participation Plan shall require a public review and comment period of not less than 45 days prior to final action by the Policy Committee.

Continuous improvement of the public participation process is a goal of LUTS. In striving towards that goal, this public participation plan shall be updated as needed and re-approved every five years. The purpose of this action shall be to ensure that the plan effectively allows for a full and open public participation process.

Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

OUTREACH ACTIVITIES

Contact List

The MPO shall maintain an interested parties contact list (email) of groups and individuals which have expressed interest in transportation planning activities, including state, county and local government officials, news media, special interest groups, and transportation providers who will be provided periodic updates concerning planning activities as well as meeting notices.

In the development of the metropolitan plan and TIPs, the MPO shall seek to consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements. 23 CFR 450.316(b)

PUBLIC PARTICIPATION PLAN

Laredo Urban Transportation Study

Measures of Effectiveness

The MPO will periodically collect and evaluate demographic data from meeting attendees in order to determine the effectiveness of the MPO's public outreach efforts. The type of data to be collected may include: zip code, gender, age, occupation, income range, and/or how the attendee became aware of the meeting.

Public Appearances

The MPO shall make every effort to comply with requests from local civic or professional groups, organizations or committees to present or discuss information related to the responsibilities of the MPO. The organization should contact the MPO and allow ample time for the MPO to make arrangements and attend.

The MPO may schedule appearances at meetings of groups such as neighborhood organizations to gather input from residents. Such meetings shall serve as an avenue through which the MPO seeks out and consider the needs of those traditionally underserved segments of the population, including low-income and minority households. The focus of these presentations should be tailored to the interests and concerns of the audience. All significant comments received will be recorded and presented to the Policy Committee.

RESOLUTION NO. MPO 2017-04

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

PUBLIC PARTICIPATION PLAN

WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO), for the Laredo Urbanized Area has reviewed the updated Public Participation Plan; and,

WHEREAS, the Laredo Urban Transportation Study finds that the updated Public Participation Plan meets federal and state requirements, and meet the transportation planning needs of the Laredo Metropolitan Area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, approved the updated LUTS Public Participation Plan, which is attached hereto and made a part hereof for all purpose.

We certify that the above resolution was adopted on May 15th, 2017 at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.



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



Nathan Bratton
MPO Director



Pedro R. Alvarez
TxDOT District Engineer

Vanessa Guerra

From: Vanessa Guerra
Sent: Wednesday, June 3, 2020 12:05 PM
To: 'Omar Costilla'; Kirby Snideman
Cc: Roberto Rodriguez III; Humberto "Tito" Gonzalez Jr; Ramon Chavez; Gloria P. Saavedra; Luis Perez Garcia; Guillermo B. Cuellar
Subject: RE: FY21-FY24 STIP/TIP Update - Harchar & Reuthinger Projects
Attachments: HACHAR REUTHINGER PROJECT - MPO MINUTES - 6-20-16.pdf; HACHAR REUTHING RUNS.pdf

Per our telephone discussion yesterday, and the documentation sent over yesterday after noon, I understand the both the Hachar and Reuthinger projects will remain in the TIP.

I also understand that the project managers will need to confirm if the current project scope which reads: Construction of "new location 5 lane highway with 2 lane frontage roads" is correct.

If not, they will need to advise of proposed new project description.

Thanks. V.

From: Omar Costilla <Omar.Costilla@txdot.gov>
Sent: Tuesday, June 2, 2020 11:30 AM
To: Vanessa Guerra <vguerra@ci.laredo.tx.us>; Kirby Snideman <jksnideman@ci.laredo.tx.us>
Cc: Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>; Humberto "Tito" Gonzalez Jr <Humberto.Gonzalez@txdot.gov>
Subject: RE: FY21-FY24 STIP/TIP Update - Harchar & Reuthinger Projects

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

Vanessa,

Please let me know when you are available to meet to discuss the Harchar & Reuthinger projects STIP/TIP changes.

Thank you



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

From: Omar Costilla
Sent: Monday, June 01, 2020 1:36 PM
To: Vanessa Guerra (vguerra@ci.laredo.tx.us) <vguerra@ci.laredo.tx.us>; James Kirby Snideman (jksnideman@ci.laredo.tx.us) <jksnideman@ci.laredo.tx.us>
Cc: Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>; Humberto "Tito" Gonzalez Jr <Humberto.Gonzalez@txdot.gov>
Subject: RE: FY21-FY24 STIP/TIP Update - Harchar & Reuthinger Projects

Vanessa,

Good afternoon I know you are very busy but I'm just following up a phone call/voice message. Please see the email chain below for more information.

Thank you



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

From: Omar Costilla
Sent: Tuesday, May 26, 2020 9:23 AM
To: Vanessa Guerra (vguerra@ci.laredo.tx.us) <vguerra@ci.laredo.tx.us>; James Kirby Snideman (jksnideman@ci.laredo.tx.us) <jksnideman@ci.laredo.tx.us>
Cc: Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>; Humberto "Tito" Gonzalez Jr <Humberto.Gonzalez@txdot.gov>
Subject: FY21-FY24 STIP/TIP Update - Harchar & Reuthinger Projects

Vanessa,

Good morning I know you are very busy but I'm just following up a phone call/voice message I made last week regarding the Harchar Reuthinger Projects.

Amendment Update:

The Harchar Reuthinger amendment has not yet been approved. Both project will need to remain as shown on the STIP Portal for now. When the amendment is approved we will submit a revision to updated the STIP/TIP.

CSJ 0922-33-165 – Hacher Loop Rd (FY22 As shown on the STIP Portal)

CSJ 0922-33-166 – Reuthinger Rd (FY16 As shown on the STIP Portal)

Thank you



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

A Texas Department of Transportation (TxDOT) message

#EndTheStreakTX

Second: Cm. Altgelt
In Favor: 7
Opposed: 0
Abstained: 0

Motion carried unanimously

E. Authorizing the execution of Amendment 1 to the contract with CDM Smith for the development of the Transit Plan Update in order to extend the contract completion date to February 28, 2017.

Ms. Guerra stated the amendment would extend the contract completion date by 5 months to February 28, 2017. The extension will provide additional necessary review and approval time. No added funding would be allocated to this project.

Cm. Balli made a motion to approve the execution of Amendment 1 to the contract with CDM Smith for the development of the Transit Plan Update in order to extend the contract completion date to February 28, 2017.

Second: Judge Tijerina
In Favor: 7
Opposed: 0
Abstained: 0

Motion carried unanimously

Cm. San Miguel arrived at the meeting at 12:13p.m.

F. Discussion with possible action on ratification of support letter of the Border Area Nutrition Council's proposal to Transit, El Metro.

Mr. Bratton stated the requested letter is to support the Border Area Nutrition Council's proposal to Transit, El Metro.

Cm. Canales made a motion to approve the support letter of the Border Area Nutrition Council's proposal to Transit, El Metro.

Second: Cm. Balli
In Favor: 8
Opposed: 0
Abstained: 0

Motion carried unanimously

G. Discussion with possible action on Hachar-Reuthinger Road Project.

1. Status report by Dannenbaum Engineering on the alignment of Hachar Road.

Anthony Garza, Dannenbaum Engineering, gave a brief presentation on the item. He stated Dannenbaum Staff was moving forward as expeditiously as possible, such that the development of the schematic for Hachar was at 60 percent and the environmental document preparation was well underway. The execution of the Advance Funding Agreement (AFA) was also in process pending TxDOT's final review.

Melisa Montemayor, TxDOT, stated the AFA was anticipated to be fully ready for execution within the next three weeks.

Judge Tijerina made a motion to **combine** discussion of agenda items G, H, and I.

Second: Cm. Balli
In Favor: 8
Opposed: 0
Abstained: 0

Motion carried unanimously

Judge Tijerina made a motion to **open** public hearing for items H and I.

Second: Cm. San Miguel
In Favor: 8
Opposed: 0
Abstained: 0

Motion carried unanimously

2. Discussion and possible action on the City of Laredo's request for funding of the Hachar-Reuthinger Road Project.

- a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). \$1,634,277 in Category 7 Funds with a proposed.
- b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. \$26,796,902 in Category 7 Funds.
- c. Revision of project CSJ 0922-33-166 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from Beltway parkway to I-35. \$21,440,668 in Category 7 Funds.

H. Receive public testimony and initiate a 10 day public review and comment period for the proposed revision(s) of the 2015-2040 Laredo Metropolitan Transportation Plan (MTP):

- a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). \$1,634,277 in Category 7 Funds.
 - b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. \$26,796,902 in Category 7 Funds.
 - c. Revision of project CSJ 0922-33-166 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from Beltway parkway to I-35. \$21,440,668 in Category 7 Funds.
- I. Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2017-2020 Transportation improvement Program. (TIP):
- a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). \$1,634,277 in Category 7 Funds.
 - b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. \$26,796,902 in Category 7 Funds.

Cm. Canales requested the MPO Director review the timeline for the allocation of Category 7 funds and associated projects as proposed in the agenda item.

The MPO Director stated the development of Plans, Specifications, and Estimates (PS&E) for both segments would begin in February of 2017. The construction of the portion of Hachar Roadway from FM 1472 to Beltway Parkway would commence in 2019 or thereabouts; and the Roadway section of Hachar known as the Reuthinger segment would begin construction in 2022.

The meeting recessed at 12:25 p.m. due to a power failure.

The meeting reconvened at 4:05 p.m., June 20th, 2016 (the same day).

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
 Honorable John Galo, Webb County Commissioner, Pet. 3
 Honorable George Altgelt, City Councilmember, District VII
 Honorable Roberto Balli, City Councilmember, District VIII

Honorable Charlie San Miguel, City Councilmember, District VI
Honorable Jaime Canales, Webb County Commissioner, Pct. 3
Pete Alvarez, TxDOT
Melisa Montemayor, TxDOT

Regular members absent:

Honorable Tano E. Tijerina, Webb County Judge

Staff (Of Participating LUTS Agencies) Present:

City: Nathan R. Bratton, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff

State: Albert Ramirez, TxDOT
Ana Duncan, TxDOT
Sara Garza, TxDOT

Others: Antonio Rodriguez, Howard, Needles, Tammen, & Bergendoff
(HNTB, Inc.)
Ruben Soto, Regional Mobility Authority (RMA)
Mike Graham, TxDOT
Anthony Garza, Dannenbaum Engineering
Louie Jones, Dannenbaum Engineering
Claudia San Miguel, Transit, El Metro

G. Discussion with possible action on Hachar-Reuthinger Road Project.

1. **Status report by Dannenbaum Engineering on the alignment of Hachar Road.**

H. Receive public testimony and initiate a 10 day public review and comment period for the proposed revision(s) of the 2015-2040 Laredo Metropolitan Transportation Plan (MTP):

- a. **Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). \$1,634,277 in Category 7 Funds.**
- b. **Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. \$26,796,902 in Category 7 Funds.**
- c. **Revision of project CSJ 0922-33-166 intended to provide funds for Construction Engineering, Contingencies, and Construction of the**

**Hachar-Reuthinger Road Project from Beltway parkway to I-35.
\$21,440,668 in Category 7 Funds.**

- I. Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2017-2020 Transportation improvement Program. (TIP):
 - a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). \$1,634,277 in Category 7 Funds.
 - b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. \$26,796,902 in Category 7 Funds.

Cm. Altgelt made a motion to **close** the public hearing, **initiate** a ten day public review and comment period for both the proposed revisions of the 2015-2040 MTP and the 2017-2020 TIP; and designate and commit 100% of Category 7 funds to the Hachar-Reuthinger Project as described in agenda items G, H, and I.

Second:	Cm. Canales
In Favor:	8
Opposed:	0
Abstained:	0

This is where they approved
\$21,440,668 for
0922-33-166

Motion carried unanimously

J. Discussion with possible action on Mines Road.

- I. Update on status of implementation of recommendations resulting from Phase 1 and 2 of the Mines Road Study.

Roberto Murillo, Traffic Safety Department Director, stated the approved resolution authorizing the execution of the AFA on the Mines Road Synchronization Project, was proposed for revision due to concerns expressed by TxDOT regarding certain financial language included in the previous resolution. He also stated that improvements implemented on Mines Road have already diminished congestion. He further stated his department was working on signal timing improvements on Mines Road, US 59 and US 83.

Albert Ramirez, TxDOT, stated that in August 2016 TxDOT would let/initiate the procurement of professional construction services for the widening of FM 1472 from Killam to 0.3 miles north of Muller.

FY 2022

2022Updated

CSJ 0922-33-165

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-165	2022	CS	C	Laredo	\$ 28,538,700.00

Limits From: FM 1472

Limits To: 0.100 MILES E OF BELTWAY PARKWAY

Project DESCR: NEW LOCATION 5 LANE HIGHWAY WITH 2 LANE FRONTAGE ROADS

Remarks P7: HACHAR ROADWAY - LOCAL

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 7, 3 LC

Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
7	\$ 21,437,520.80	\$ 3,805,159.94	\$ -	\$ 1,554,220.26	\$ -	\$ 26,796,901.00
3LC					\$ 1,741,799.00	\$ 1,741,799.00
Total						\$ 28,538,700.00

Total Project Cost Information

Prelim Eng	\$ 1,398,397.00
ROW Purch	\$ -
Const Cost	\$ 28,538,700.00
Const Eng	\$ 1,412,666.00
Conting	\$ 285,387.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,783,669.00
Total Cost	\$ 33,418,819.00

CSJ 0922-33-166

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-166	2022	CS	C	Laredo	\$ 21,440,668.00

Limits From: 0.1 MILE EAST OF BELTWAY PARKWAY

Limits To: IH 35 WEST FRONTAGE ROAD

Project DESCR: NEW LOCATION 5 LANE HIGHWAY WITH 2 LANE FRONTAGE ROADS

Remarks P7: REUTHINGER ROAD - LOCAL

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 7, 10

Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
7	\$ 17,152,534.40		\$ -	\$ 4,288,133.60	\$ -	\$ 21,440,668.00
Total						\$ 21,440,668.00

Total Project Cost Information

Prelim Eng	\$ 1,050,593.00
ROW Purch	\$ -
Const Cost	\$ 21,440,668.00
Const Eng	\$ 1,061,314.00
Conting	\$ 214,407.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,340,042.00
Total Cost	\$ 25,107,024.00

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

<p>DATE: 6-15-20</p>	<p>SUBJECT: RESOLUTION Receive public testimony and approve Resolution MPO No. 07-2020 adopting the following proposed amendment(s) of the 2020-2045 Metropolitan Transportation Plan (MTP):</p> <ol style="list-style-type: none"> 1. Amending Table 10-2, entitled List of TxDOT UTP 2020-2030 Programmed Projects, & Figure 10-1, entitled Map of TxDOT UTP Programmed Projects, as necessary to incorporate the following revisions: <ol style="list-style-type: none"> a) <i>Addition</i> of project CSJ 0086-02-023 intended to provide for the widening of SH 359 from 2 to 4 lanes, from 8.935 miles east of SL 20 to 9.830 miles east of SL 20, with an estimated total project cost of \$7,367,400. The proposed letting date is FY 2023. <p align="right">MTP 20-45/REV 2</p>
<p>INITIATED BY: TXDOT and FHWA</p>	<p>STAFF SOURCE: J. Kirby Snideman MPO Director</p>
<p>PREVIOUS ACTION: On January 21st, 2020 the Policy Committee adopted the 2020-2045 MTP. A ten day public review and comment period was initiated by the Policy Committee on April 6th, 2020. Amendment #1 was approved by the Policy Committee on 4-20-20, after the required 10 day public review and comment period. On May 18th, 2020, the Policy Committee initiated a ten day public review and comment period for Rev #2.</p>	
<p>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.</p> <p>See attachments for full details of all proposed revisions.</p>	
<p>COMMITTEE RECOMMENDATION: Approval</p>	<p>STAFF RECOMMENDATION: Approval.</p>

RESOLUTION NO. MPO 2020-07

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

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

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

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

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

We certify that the above resolution was adopted on June 15th, 2020, 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

J. Kirby Snideman
MPO Director

David M. Salazar,
TxDOT, District Engineer



Figure 10-1: Map of TxDOT UTP Programmed Projects

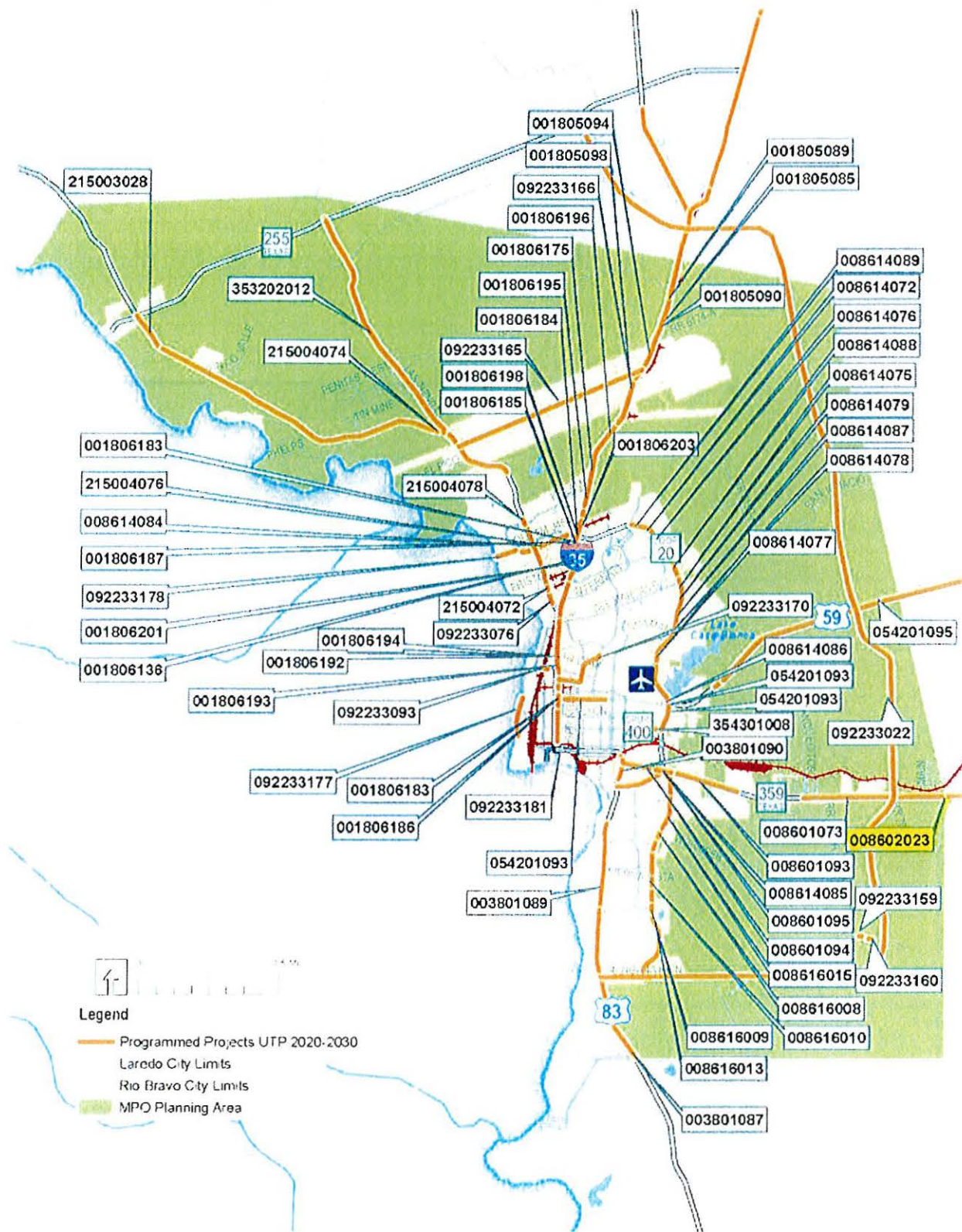




Table 10-2: List of TxDOT UTP 2020-2030 Programmed Projects

CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
IH 35						
001806136	IH 35	Shiloh Dr to 0.25 miles North of US 59/IH 69W	Widen mainlanes and construct overpass	2, 4, 12	2020	\$54,000,000
001806183	IH 35	0.5 miles South of US 59 to 0.5 miles East of IH 35	Construct Direct Connector #5 (DC#5)	4	2020	\$30,000,000
001806198	IH 35	0.38 miles South of US 59/IH 59 Interchange to 0.8 miles North of US 59/IH 59 Interchange	Widen from 4 lanes to 6 lanes	11	2020	\$5,000,000
001806201	IH 35	At San Isidro Pkwy	Wrong Way Driver Advanced Tech	8	2020	\$58,045
001805085	IH 35	1.19 miles South of Carriers Dr to 1.80 miles North of US 83	Preventive Maintenance	1	2021	\$2,714,168
001805089	IH 35	0.5 miles South of Uniroyal Interchange to 2.6 miles North of Uniroyal Interchange	Replacement of existing bridge	4, 12	2021	\$110,000,000
001805094	IH 35	2.68 miles North of Uniroyal Interchange to 1.2 miles North of US 83 Interchange	Widen Road - New six land undivided section with shoulders	4	2021	\$75,000,000
001806175	IH 35	SL 20 concrete section to 1.19 miles South of Carriers Dr	Preventive Maintenance	1	2021	\$729,670





CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
001806194	IH 35	Del Mar Blvd to 0.222 miles North of Shiloh Dr	Preventive Maintenance	1	2022	\$2,779,612
001805090	IH 35	0.173 miles North of Uniroyal Drive to US 83	Rehabilitate Existing Roadway	1	2023	\$3,048,449
001806192	IH 35	Scott St to 0.403 miles North of Shiloh Dr	Preventive Maintenance	1	2023	\$2,779,612
001806193	IH 35	Scott St to Del Mar Blvd	Preventive Maintenance	1	2023	\$1,521,857
001805098	IH 35	1.353 miles South of Carriers Dr to Uniroyal Interchange	Add turnarounds to Carriers Dr Bridge	DA	2024	\$22,000,000
001806184	IH 35	0.5 miles West of IH 35 to 0.5 miles South of US 59	Construct Direct Connector #8 (DC#8)	12	2024	\$22,000,000
001806185	IH 35	0.5 miles East of IH 35 to 0.5 miles North of US 59	Construct Direct Connectors #3	12	2024	\$35,000,000
001806186	IH 35	0.5 miles East of IH 35 to 0.5 miles North of US 59	Construct Direct Connectors	DA	2024	\$22,000,000
001806187	IH 35	0.5 miles South of US 59 to 0.5 miles East of IH 35	Construct Direct Connectors	DA	2024	\$18,000,000
001806196	IH 35	0.25 miles North of US 59 Interchange to 1.353 miles South of Carriers Dr	Widen United Ave Overpass - Add one additional lane with turnarounds	DA	2024	\$22,000,000
001806203	IH 35	Shiloh Dr to 0.25 miles	Interchange Improvement -	DA	2028	\$25,000,000





CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
		North of US 59/IH 69W	New grade separation two lane frontage road IH 69W			
008614084	IH 69W	World Trade Bridge GSA Facility to IH 35	Widening of existing freeway from four lanes to six lanes US 59	11	2020	\$15,000,000
008614078	US 59	0.5 miles North of Jacaman Rd to 0.5 miles South of Jacaman Rd	Construct interchange - New six lane grade separation interchange	2, 12	2024	\$19,691,424
008614075	US 59	0.5 miles South of Del Mar Blvd to 0.5 miles North of Del Mar Blvd	Construct interchange - New six lane grade separation interchange	2	2023	\$24,100,000
008614076	US 59	0.5 miles South of Shiloh Dr to 0.5 miles North of Shiloh Dr	Construct interchange - New six lane grade separation interchange	2	2023	\$21,500,000
008614079	US 59	0.5 miles South of University Blvd to 0.5 miles North of University Blvd	Construct interchange - New six lane grade separation interchange	2	2023	\$16,850,000
008614086	US 59	US 59 to 0.4 miles North of Airport	Reconstruct Existing Roadway	12	2024	\$15,600,000
008614087	US 59	0.4 miles North of Airport to 0.36 miles North of Del Mar Blvd	Reconstruct Existing Roadway	12	2024	\$30,600,000
054201095	US 59	7.4 miles West of FM 2895 to 1.982 miles	Resurface Roadway	1	2023	\$6,150,639





CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
008614077	US 59	East of SL 20 International Airport	Construct interchange - New six lane grade separation interchange	2M	2024	\$12,355,990
008614088	US 59	0.36 miles South of University to 0.51 miles South of Shiloh Dr	Reconstruct Existing Roadway	2, 10	2023	\$20,000,000
008614089	US 59	0.51 miles South of Shiloh Dr to International Blvd	Reconstruct Existing Roadway	2, 10	2023	\$40,500,000
BU 59						
054201093	BU 59	Buena Vista Ave to IH 35	Resurface of Existing Highway	1	2024	\$1,031,501
US 83						
003801090	US 83	Market St to Chacon St Bridge	Resurface Roadway	1	2020	\$398,469
003801089	US 83	Palo Blanco St to Cielito Lindo Blvd	Preventive Maintenance	1	2022	\$776,149
003801087	US 83	Cielito-Lindo Blvd to Espejo Molina Rd	Preventive Maintenance	PA	2029	\$238,550
SH 359						
008601093	SH 359	SL 20 to RR 6086L	Install Raised Median	8	2020	\$1,353,740
008601094	SH 359	US 83 to SL 20	Install Raised Median	8	2020	\$688,677
008601095	SH 359	0.25 miles East of SL 20 Intersection to 0.25 miles West of SL 20	Intersection Improvement - Preliminary Engineering for continuous flow intersection	11	2023	\$500,000
008601073	SH 359	Intersection 4.06 miles East of SL 20 to 8.935 miles East of SL 20	Widen Road - New four lane undivided section with one left turn continuous lane,	12	2023	\$18,000,000





CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
008602023	SH 359	8.9535 miles east of SL 20 to 9.830 miles east of SL 20	and a new four lane divided section Widen roadway from 2 lane to 4 lane divided highway	11	2023	\$6,000,000
SL 20 (Loop 20 / Bob Bullock Loop)						
008616013	SL 20	SH 359 to Mangana Hein Rd	Preventive Maintenance	1	2021	\$801,960
008616015	SL 20	0.5 miles North of SL 20 to 0.5 miles South of SL 20	Intersection Improvements - Construction of right/left turn lane and driveway	11	2021	\$664,625
008616008	SL 20	2.77 miles South of SH 359 to 2.39 miles South of SH 359	Construct interchange - New four lane grade separation interchange	DA	2026	\$22,000,000
008616009	SL 20	0.1 miles South of Cielito Lindo Rd to 0.1 miles North of Cielito Lindo Rd	Construct interchange - New four lane grade separation interchange	DA	2026	\$22,000,000
008616010	SL 20	0.1 miles South of Sierra Vista Rd to 0.1 miles North of Sierra Vista Rd	Construct interchange - New four lane grade separation interchange	DA	2026	\$22,000,000
008614072	SL 20	International Blvd to US 59	Upgrade to interstate standards	10	2035	\$6,897,669
SS 260 (Spur 260)						
008614085	SS 260	SH 359 to US 83 (Zapata Hwy)	Preventive Maintenance	1	2022	\$1,632,745
SS 400 (Spur 400)						
354301008	SS 400	North Arkansas Ave to SL 20	Resurface Roadway	1	2024	\$209,930





CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
FM 1472 (Mines Road)						
215003028	FM 1472	SH 255 to 1.321 miles South of SH 255	Preventive Maintenance	1	2020	\$104,409
215004074	FM 1472	1.321 miles South of SH 255 to 0.226 miles North of Pan American Blvd	Preventive Maintenance	1	2020	\$1,070,193
215004076	FM 1472	Big Bend Blvd to Killam Industrial Blvd	Widening of pavement to provide additional travel lane	11	2020	\$3,340,000
215004072	FM 1472	0.123 miles South of SL 20 to 0.4 miles North of IH 35	Resurface of Existing Highway	1	2024	\$574,146
215004078	FM 1472	Killam Industrial Blvd. Int. to 0.187 miles North of Killam Industrial Blvd. Int.	Intersection Improvements - Construction of right turn acceleration lane	3	2020	\$1,255,375
FM 3338						
353202012	FM 3338	FM 1472 to SH 255	Widen Road - Add two additional turn lanes with one continuous left turn lane	DA	2024	\$45,000,000
County Roads						
092233160	County Road	Wormser Rd at Dolores Creek	Replacement of Off-System Bridge	6	2020	\$855,000
City Streets						
092233076	City Street - At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr	Intersection of FM 1472 and Flecha Ln/Las Cruces Dr	Re-align intersection	3, 10	2021	\$1,987,857





CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
092233093	City Street - Calton Road	Santa Maria Ave	Construct interchange - New two lane grade separation interchange over the UPRR tracks	3, 10	2021	\$21,249,609
092233149	City Street	Spur 400 to US 59	Transportation Non-Roadway	3, 10	2020	\$1,644,700
092233159	City Street	Wormser Rd at Dolores Creek Relief	Replacement of Off-System Bridge	6	2020	\$402,000
092233165	City Street - Hachar Parkway	FM 1472 to 0.1 miles East of Beltway Pkwy	Preliminary Engineering- Construction of 5.07 miles of 5 lane rural roadway	7	2020	\$26,796,901
092233170	City Street	At Zacate Creek	Zacate Creek Multi-Use Alternative Transportation Trail	9	2020	\$818,144
092233177	City Street - MSC	Anna Park to LCC Campus	River Vega Hike and Bike Trail	9	2020	\$815,798
092233181	City Streets	Various Locations	Construct ADA compliant bus stops and bicycle plazas	9	2020	\$250,000
092233178	City Street - World Trade Bridge (Inspection Booths)	World Trade Bridge	Construct inspection booths	3, 10	2021	\$10,300,000
092233166	City Street - Hachar Parkway	0.1 miles East of Beltway Pkwy to IH 35	Construction of 5 lane rural road	7, 10	2022	\$21,740,668
VA (Various)						
092200066	VA	Districtwide	Bridge Maintenance	11	2020	\$2,250,000
092233179	VA	Various Locations	Traffic Signal Improvements	11	2022	\$120,000
092200063	VA	Districtwide at various locations	Drainage Improvements	11	2023	\$1,000,000
092200067	VA	Districtwide	Bridge Clearance Sign Installations.	11	2023	\$1,000,000





CSJ/ID	Facility	Limits	Description	Funding Categories	Letting Year	Total Funds
092233022	VA	Proposed International Bridge #5 To SH 255	Preliminary Engineering for the new location of the Laredo Outer Loop	PA	2035	\$1,255,781



**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 06-15-20	SUBJECT: A MOTION Receive public testimony and initiate a 20 day public review and comment period for the draft 2021 Unified Planning Work Program (UPWP).																													
INITIATED BY: Staff		STAFF SOURCE: J. Kirby Snideman, MPO Director																												
PREVIOUS ACTION: None																														
<p>BACKGROUND: The Unified Planning Work Program describes and schedules work to be undertaken by the Metropolitan Planning Organization during the 2021 fiscal period.</p> <p>The final approved Unified Planning Work Program (UPWP) is due July 30th, 2020. Listed below is the proposed budget:</p> <table border="0" style="width: 100%; margin-left: 40px;"> <thead> <tr> <th></th> <th style="text-align: right;">Amount</th> </tr> </thead> <tbody> <tr> <td>1.1 Regional Planning and Administration</td> <td style="text-align: right;">\$420,000.00</td> </tr> <tr> <td>1.2 Travel, training, equipment</td> <td style="text-align: right;">\$40,000.00</td> </tr> <tr> <td>2.1 General Data Administration</td> <td style="text-align: right;">\$100,000.00</td> </tr> <tr> <td>3.1 General Administration</td> <td style="text-align: right;">\$10,000.00</td> </tr> <tr> <td>4.1 2020-2045 MTP/FAST ACT Compliance Project</td> <td style="text-align: right;">\$20,000.00</td> </tr> <tr> <td>4.2 Bicycle & Pedestrian Masterplan</td> <td style="text-align: right;">\$20,000.00</td> </tr> <tr> <td>5.1 Long Range Freight Mobility Plan</td> <td style="text-align: right;">\$100,000.00</td> </tr> <tr> <td>5.2 Transit Comprehensive Operational Analysis</td> <td style="text-align: right;">\$250,000.00</td> </tr> <tr> <td><u>Total</u></td> <td style="text-align: right;"><u>\$960,000.00</u></td> </tr> </tbody> </table> <p>Funding Authorization and Carryover Summary:</p> <table border="0" style="width: 100%; margin-left: 40px;"> <tbody> <tr> <td>FY 2018-2019 Unexpended Carryover</td> <td style="text-align: right;">\$ 1,548,096</td> </tr> <tr> <td>FY 2019-2020 Combined Transportation Planning Funds</td> <td style="text-align: right;">+ \$ 571,452</td> </tr> <tr> <td>FY 2019-2020 Expenditures (estimated)</td> <td style="text-align: right;">- \$ 307,201</td> </tr> <tr> <td>FY 2019-2020 Unexpended Carryover (estimated)</td> <td style="text-align: right;">\$ 1,812,347</td> </tr> </tbody> </table>				Amount	1.1 Regional Planning and Administration	\$420,000.00	1.2 Travel, training, equipment	\$40,000.00	2.1 General Data Administration	\$100,000.00	3.1 General Administration	\$10,000.00	4.1 2020-2045 MTP/FAST ACT Compliance Project	\$20,000.00	4.2 Bicycle & Pedestrian Masterplan	\$20,000.00	5.1 Long Range Freight Mobility Plan	\$100,000.00	5.2 Transit Comprehensive Operational Analysis	\$250,000.00	<u>Total</u>	<u>\$960,000.00</u>	FY 2018-2019 Unexpended Carryover	\$ 1,548,096	FY 2019-2020 Combined Transportation Planning Funds	+ \$ 571,452	FY 2019-2020 Expenditures (estimated)	- \$ 307,201	FY 2019-2020 Unexpended Carryover (estimated)	\$ 1,812,347
	Amount																													
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1.2 Travel, training, equipment	\$40,000.00																													
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FY 2018-2019 Unexpended Carryover	\$ 1,548,096																													
FY 2019-2020 Combined Transportation Planning Funds	+ \$ 571,452																													
FY 2019-2020 Expenditures (estimated)	- \$ 307,201																													
FY 2019-2020 Unexpended Carryover (estimated)	\$ 1,812,347																													
COMMITTEE RECOMMENDATION: The LUTS Technical Committee recommends approval.	STAFF RECOMMENDATION: Staff recommends approval.																													



125 EAST 11TH STREET, AUSTIN, TEXAS 78701-2483 | 512.463.8588 | WWW.TXDOT.GOV

May 13, 2020

Mr. James Kirby Snideman
Director
Laredo-Webb County Area Metropolitan Planning Organization
1413 Houston Street
Laredo, Texas 78040

Dear Mr. Snideman:

This letter, which is the third Work Order under the Consolidated Planning Grant Program, serves as notification of the third authorization of PL-112 fund allocations for Fiscal Year (FY) 2020. The period of authorization for these funds is October 1, 2019 through September 30, 2020. Be advised that the PL-112 program is included in the Catalog of Federal Domestic Assistance (CFDA). Federal Highway Administration, 20.205-Highway Planning.

Current Authorization	Previous (Sec,5303/PI-112)	Total Authorization	Contract	Charge Number
\$1,548,096.32	\$571,452.01	\$2,119,548.33	50-20XF0011	5022011370

If you have any questions or need additional information, please contact Sara R. Garza at (956) 712-7780.

Sincerely,

DocuSigned by:

Peter Smith, P.E.

Director, Transportation Planning & Programming Division

cc: Humberto Gonzalez, P.E., Laredo, Transportation Planning and Development Director, TxDOT
Peggy Thurin, P.E., Transportation Planning and Programming Division, Section Director, TxDOT
Sara R. Garza, Transportation Planning and Programming Division, Planner, TxDOT

**LAREDO WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION**

DRAFT

**UNIFIED PLANNING WORK
PROGRAM
FY 2021**

ADOPTED BY THE POLICY COMMITTEE ON: July 20th, 2020
AMENDED ON:

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**2021 UPWP – DRAFT
LAREDO WEBB COUNTY AREA
METROPOLITAN TRANSPORTATION PLAN
2021 UNIFIED PLANNING WORK PROGRAM**

I. INTRODUCTION

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

A. PURPOSE

The Unified Planning Work Program (UPWP) serves as the document for identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process for Laredo, Texas and portions of Webb County. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, the Laredo MPO prepares this UPWP with input from federal, state and local jurisdictions, and transportation providers in the region.

The UPWP contains the following:

- Task I – Administration and Management
- Task II – Data Development and Maintenance
- Task III – Short Range Planning
- Task IV – Metropolitan Transportation Plan
- Task V- Special Studies
- Appendix A: Transportation Policy Board Membership
- Appendix B: Metropolitan Area Boundary Map
- Appendix C: Debarment Certification
- Appendix D: Lobbying Certification
- Appendix E: Certification of Compliance
- Appendix F: Certification of Internal Ethics and Compliance

FAST Act Planning Factors

FAST Act contains ten planning factors that should be considered when developing plans and programs. The work tasks contained in this UPWP have considered the following ten areas, some more directly than others:

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 accessibility and mobility of people and freight;

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

In addition to the above 10 planning factors, Moving Ahead for Progress in the 21st Century (MAP-21) originated a new set of performance measure requirements. This performance-based system will establish national performance goals to achieve the following:

1. **Safety:** achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition:** maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction:** achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability:** improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability:** enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays:** 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 agency work practices.

Performance Management

MAP-21 instituted Performance Management to provide greater accountability and transparency and help achieve the most efficient and effective investment of transportation resources. The FAST Act continued MAP -21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals.

The U.S. Secretary of Transportation in consultation with stakeholders establishes performance measures to chart progress toward accomplishment of national goals established in MAP-21: safety, infrastructure condition, interstate system condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Performance targets established by the State and MPO will be based on national performance measures and will improve decision making through performance-based planning and programming.

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The MPO believes in the proactive involvement of citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties in the development and updates of transportation plans and programs. The Laredo MPO has a Public Participation Plan (PPP) intended to provide an opportunity for meaningful, active, ongoing public participation and involvement for citizens, groups, agencies, and public providers of transportation. The Laredo MPO conducts all planning activities in accordance with the adopted PPP.

B. DEFINITION OF AREA

The Laredo Metropolitan Area Boundary (MAB) includes the City of Laredo and portions of Webb County. (See Map, Appendix B.) The MAB was approved by the Governor in 2004. The Laredo urbanized area (as determined by the 2010 Census) surpassed 200,000 in population and was designated a Transportation Management Area (TMA) effective July 18th, 2012.

C. ORGANIZATION

The Laredo Metropolitan Planning Organization is governed by the Policy Committee established in accordance with adopted MPO Bylaws. The Policy Committee is the MPO body that holds review and decision-making authority over transportation planning efforts undertaken by the MPO. The Committee is chaired by the Mayor of the City of Laredo and includes as voting members: three members from the City of Laredo, City Council (including two members representing the City of Laredo, and one Councilman representing the Laredo Mass Transit Board), the Laredo TxDOT District Engineer, the Webb County Judge, two Webb County Commissioners, and one Member at Large. The State Senator for District 21, the State Representative for District 80 and the State Representative for District 42 serve as non-voting, ex-officio members. The MPO Technical Committee responsibilities include professional and technical review of work programs, policy recommendations and transportation planning activities.

The Technical Committee includes:

<p><u>MPO Representative:</u></p> <ul style="list-style-type: none"> • MPO Director (Chairperson) <p><u>City Representatives:</u></p> <ul style="list-style-type: none"> • The General Manager of the City Transit System • Laredo Director of Traffic Safety • Laredo Airport Director • Laredo City Engineer • Laredo Bridge Director 	<p><u>State Representatives:</u></p> <ul style="list-style-type: none"> • TxDOT Planning Representative (Vice-Chairperson) • TxDOT Planning Representative • TxDOT Area Engineer • TxDOT Transportation Planning and Programming Field Representative
<p><u>Federal representatives:</u></p> <ul style="list-style-type: none"> • FHWA Planning Representative (Austin) 	<p><u>School system representatives</u></p> <ul style="list-style-type: none"> • A representative of the Laredo Independent School District • A representative of the United Independent School District • A representative of Texas A&M International University • A representative of Laredo Community College
<p><u>County and Regional Representatives:</u></p> <ul style="list-style-type: none"> • Webb County Planning Director • South Texas Development Council Regional Planning Director • The General Manager of the Rural Transit System • Webb County Engineer 	<p><u>Private Sector Representatives:</u></p> <ul style="list-style-type: none"> • A representative of the Kansas City Southern Railway Company • A representative of the Union Pacific Railroad Company • A representative of the Laredo Transportation Association • A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee

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The Title VI/EJ Working Group is comprised of 9 members, including representatives of the City of Laredo, the MPO, TxDOT, transit and the County Planning Department. The Group's purpose is to assist the MPO in improving data collection, monitoring and analysis to ensure that transportation related programs and policies do not have a disproportionately high and adverse human health or environmental effects on minority and low-income populations. The City of Laredo staff providing service and support to the MPO include: the Planning Director, a division manager, 3 planners, an administrative secretary, and administrative assistant, an accountant and others as may be required.

Metropolitan Planning Organization –

The Laredo MPO, in cooperation with the TxDOT, Webb County/City of Laredo Regional Mobility Authority (WC-CL RMA), mass transit operators, planning agencies and local governments is responsible for carrying out and maintaining the urban transportation planning process to include:

1. Cooperative decision-making, principally, by elected officials of local governments.
2. Unified Planning Work Program (UPWP),
3. Transportation Improvement Program (TIP),
4. Metropolitan Transportation Plan (MTP), and
5. Congestion Management Process (CMP).

The MPO also executes contracts and/or agreements necessary to carry out the work outlined in the UPWP. In addition, the MPO develops and maintains transportation databases and analytical tools.

MPO staff has the following general responsibilities:

1. Provide staff support to the Transportation Policy Board (TPB), the Technical Advisory Committee (TAC), and committees of the Policy Board and TAC;
2. Review and report on items on the agenda(s) for the TPB, TAC, and appropriate committees;
3. Coordinate and perform the planning and data collection activities contained in the UPWP;
4. Prepare and submit an annual budget outlined in the UPWP for approval;
5. Receive and review all bills from consultants that the MPO has contracted with to perform work outlined in the UPWP;
6. Submit requests for reimbursement to the appropriate federal and/or state agencies for work performed according to the UPWP;
7. Prepare and submit grant applications for federal/other assistance in transportation planning, and related fields, as appropriate;
8. Prepare and submit the annual performance and expenditure report and annual project listing;
9. Coordinate the activities for the development and maintenance of the Unified Planning Work Program, the long-range metropolitan transportation plan and the Transportation Improvement Program;
10. Refine and maintain a process for engaging the public in the transportation planning process;
11. Perform any other administrative duties as required by the Transportation Policy Board; and,
12. Ensure compliance with Title VI Civil Rights, Environmental Justice and other federal requirements related to the MPO's operations, activities and programs.

D. PRIVATE SECTOR INVOLVEMENT

The private sector is encouraged to participate in the development of all transportation programs and plans including the TIP and MTP development. Staff also maintains and periodically updates a list of consultant firms that provide transportation planning services.

E. PLANNING ISSUES AND EMPHASIS

Planning Issues

Roadways and Livability - System capacity issues will pose a major challenge in light of expected population and freight movement growth levels. However, while investments are made in transportation infrastructure, the safety and livability of communities in the Laredo MPO should be considered.

- Population – The number of jobs and people in the Laredo MPO region are expected to grow by more than 50 percent over the next 25 years. Growth in the past has been accommodated mainly through sprawl. The City of Laredo recognizes that for many reasons this type of growth is unsustainable. In order to plan for future growth in the region—a considerable share of which is expected to occur through infill and redevelopment—a more efficient allocation of transportation resources should be considered. There is an increased desire for multi-modal transportation alternatives, but facilities for walking, biking, and other options are lacking.
- Freight – Recent projections indicate that the trade values of all outbound, inbound or internal types of freight movement are projected to be more than double than the current levels. Said growth will continue to add capacity burdens on the network.

Transit –Key issues facing the transit system in the upcoming years include: more customers, more service needs, and less funding.

- More customers – Population projections show a growing transit dependent population, especially in growth areas in south Laredo.
- More service needs – Recent ridership surveys revealed concerns regarding the frequency of service, slowness of buses, and the length of wait times. Increased bus frequency and longer service hours were suggested.
- Less funding – The 2010 census revealed that the Laredo region’s population had surpassed 200,000 people which resulted in a decrease in federal and state operation funding assistance. Said decrease in outside funding makes it necessary to rely on more local funding sources.

In light of all of the above, careful and effective transportation planning and investment will be critical to providing for the area’s future transportation needs while balancing the livability of communities.

Emphasis Areas

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in a memorandum to Metropolitan Planning Organizations, dated March 18, 2015, jointly issued Planning and Emphasis Areas (PEAs). The PEAs are topical areas in planning that FHWA and FTA want to emphasize as MPOs develop work task associated with PEAs in the UPWP. The PEAs include:

- **MAP-21 Implementation** - *Transition to Performance Based Planning and Programming.* Performance based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Relevant UPWP work tasks include working with local planning partners to identify ways to implement performance-based planning provisions such as collecting performance

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data, selecting and reporting performance targets for metropolitan areas, and reporting actual system performance related to those targets. The Laredo MPO uses scenario planning through the Travel Demand Model process to develop the Laredo Metropolitan Transportation Plan.

- **Regional Models of Cooperation-** *Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO, and State Boundaries-* The Laredo MPO will continue to work with its planning partners to improve the effectiveness of transportation decision-making by thinking beyond traditional borders and adopting a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination between the Laredo MPO, TxDOT, El Metro, area providers of public transportation, and the Regional Mobility Authority (RMA) can reduce project delivery times and enhance the efficient use of resources. The Laredo MPO will periodically revisit its metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication between TxDOT, the Laredo MPO and local area transit providers to improve collaboration, policy implementation, technology use, and performance management.
- **Ladders of Opportunity:** Access to essential services – The Laredo MPO will continue to work with TxDOT, and the local area transit providers, as part of the transportation planning process to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, school/education, and recreation. At the behest of the local transit provider, the Laredo MPO UPWP routinely includes the development of transit related studies, including the development of a five-year plan, a bus/rapid transit feasibility study, and a paratransit and Americans with Disability Act compliance study. The Laredo MPO will also periodically evaluate the effectiveness of its public participation plan for engaging transportation-disadvantaged communities in the transportation decision making process. The Laredo MPO also works with its planning partners to assess the need and availability of pedestrian and bicycle facilities in the study area.

II. TASK 1.0 – ADMINISTRATION & MANAGEMENT

A. OBJECTIVE

To accomplish, on a continuing basis, the plans and programs necessary to administer federal transportation planning requirements and maintain the transportation planning process in and for the Laredo Metropolitan Planning Organization’s planning area.

B. EXPECTED PRODUCTS

The operation of the Metropolitan Planning Organization including the following:

1. The updating of existing and the completion of new plans, studies, and reports.
2. Fulfillment of planning objectives.
3. Compliance with state and federal requirements.
4. Continuation of a proactive public involvement process.

C. PREVIOUS WORK

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Both the Technical and Policy Committee meetings held on an ongoing basis to make appropriate revisions to documents and approve programs. Staff conducted public meetings as required by FHWA, FTA, the State and local government in the development of transportation planning documents, and reports. Staff attended various meetings, and workshops, and made presentations at public meetings.

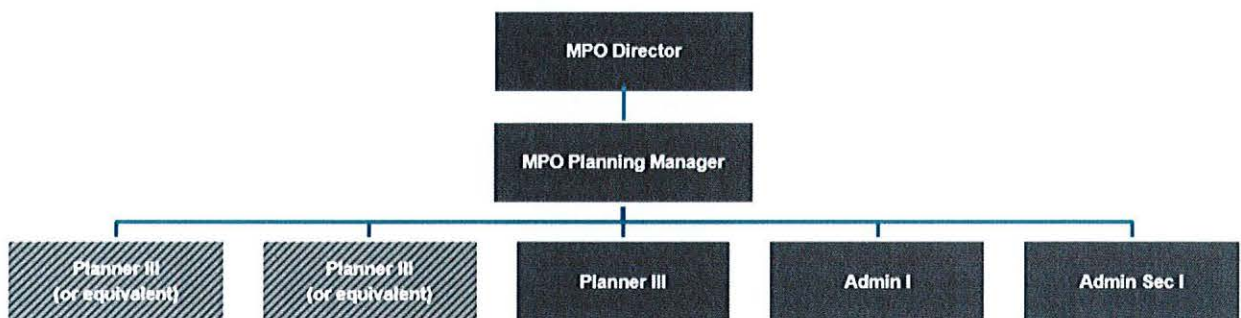
D. SUBTASKS

- 1.1 Regional Planning and Administration: This includes program administration, record keeping, and monitoring completion of UPWP projects, audit, preparation of reports, interagency coordination, facilitating citizen participation, and preparation of meeting minutes. In addition, staff will be hired, trained, and developed to complete regional plans, studies, and reports. (Routine work effort – carried over from previous year).

In previous years the MPO staff consisted of 2 positions, requiring staff to limit their role to administration and primarily utilize consultants for all planning activities. Moving forward, the Laredo MPO will increase the number of staff to 7 to better accomplish duties of the MPO. This will allow MPO staff to lead the planning effort. Doing so will not only allow for cost savings and time savings (over hiring consultants), but will lead to better planning outcomes where expertise is maintained in-house.

The planned organizational structure for the MPO is displayed below. The positions in solid grey were filled in fiscal year 2019-2020, with the exception of the MPO Director. The MPO will attempt to fill the remaining positions in light grey (or any positions which may become vacant) during fiscal year 2020-2021. Positions will be filled as named, or under different titles of equivalent experience / pay grade. The MPO may also utilize contracted positions or City of Laredo staff to temporarily fill the role of unfilled positions.

MPO Organizational Structure



- 1.2 Travel, training, equipment, furnishings, and supplies. This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops. This activity includes all equipment, furnishings, and supplies needed by personnel filling MPO staff roles. All computer hardware, software, and equipment expenditures of Federal Planning funds over \$5,000 will receive prior approval from TxDOT. All out of State travel will receive prior approval from TxDOT (TPP). (Routine work effort)

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E. FUNDING & PARTICIPATION SUMMARY

Task 1.0 - FY 21

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
1.1	LUTS	420,000	0	0	420,000
1.2	LUTS	40,000	0	0	40,000
TOTAL		460,000	0	0	460,000

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

Provide updated information, demographic data and analysis to support the Metropolitan Planning Organization's planning efforts.

B. EXPECTED PRODUCTS

The expected products include an updated MPO website with online data/map viewer and updated demographic data. Updated Travel Demand TAZ data and demographics based on TxDOT TPP and Texas State Data Center comments received February, 2020. In addition, data and mapping support will be provided for MPO plans, studies, and reports.

C. PREVIOUS WORK

The MPO website was continually updated to provide access to meeting agendas, packets, and publications as they became available. Project maps were developed, retrieved and or printed as new projects were approved or considered. The Travel Demand Data Development Project and the 2015-2040 MTP project were completed. The Demographic Data Development Project (also identified as the 2013-2045 Travel Demand Model Update Project) was also completed. Staff continued to work with TxDOT and Texas Transportation Institute representatives in the development of the 2013-2045 Travel Demand Model to be used in the development of the 2020-2045 MTP.

D. SUBTASKS

2.1 General Data Administration: This subtask allows for planning and administrative activities related to data development, maintenance, procurement, and contract management for the developing related performance measures and the following activities: (To be conducted as routine work effort, by consultants, or by contracted personnel if needed)

A. General GIS: Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting Laredo MPO programs; maintenance of the demographic and modeling databases of the MPO; develop and

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maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; support MPO staff in the creation of plans, studies, and reports. (Routine work effort)

B. Demographic Forecasting: Create a database of population and demographic statistics for the Laredo MPO and develop projections to be utilized for the MPO planning effort. (Routine work effort)

C. Travel Demand Modeling: Coordinate with TxDOT on development and maintenance of updated travel demand models to be used for the TIP and other plans; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities. (Routine work effort)

E. FUNDING & PARTICIPATION SUMMARY

Task 2.0 – FY 21

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
2.1	LUTS	100,000	0	0	100,000
TOTAL		100,000	0	0	100,000

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

IV. TASK 3.0 - SHORT RANGE PLANNING

A. OBJECTIVE

To complete those activities associated with short-range planning and implementation of projects that will be undertaken within the next five years.

B. EXPECTED PRODUCTS

Short range planning activities will result in strategies that will support those planning policies needed to preserve the continuing flow of traffic. The MPO will develop and/or revise as necessary the UPWP, the TIP, the MPO By-Laws, the Limited English Proficiency Plan (LEP), Title VI documentation and the Public Participation Plan. Staff will continue to address the recommendations resulting from the formal certification review conducted in 2016. The MPO also anticipates continued participation in the regional service planning process, as well as, any activity associated with FTA's 5310 Senior's with Disabilities Program or 5339 - Bus and Bus Facilities Program.

C. PREVIOUS WORK

Staff assisted in the development and continued revision of the 2017-2020 TIP, the 2019-2022 TIP, and the 2018, 2019, 2020 UPWPs. In June of 2016, the Office of Civil Rights notified MPO Staff the Laredo MPO had demonstrated good faith efforts in meeting the requirements of the Title VI review. Staff developed a Limited English Proficiency Plan which was adopted and implemented in accordance with

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federal and state guidelines. A 2019 call for TAP projects was initiated in March of 2019. In April of 2020, 3 projects including the Meir/Plum Street Shared Use Paths, 9 Bus Stop Rehabilitation, and the East Chacon Creek Hike and Bike Trail Project were awarded TAP funds totaling \$1,079,000.

D. SUBTASKS

3.1 General Administration – This subtask allows for MPO staff support for administrative activities related to short range planning, including the development and management of agency contracts; procurement, development and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3. Specific activities will include, but are not limited to the update of TIP/UPWP/By-Laws/PPP/LEP/Title VI– assisting in the development and/or revision of the Transportation Improvement Program (TIP), UPWP, By-Laws, the Public Participation Plan, the Limited English Proficiency Plan, and Title VI documents. This subtask also includes public outreach activities such as video production, developing website information, writing articles, developing other printed materials, and public meeting facilitation as needed. (Routine work effort)

E. FUNDING & PARTICIPATION SUMMARY

Task 3.0 - FY 21

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
3.1	LUTS	10,000	0	0	10,000
TOTAL		10,000	0	0	10,000

¹TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN / LONG RANGE PLAN

A. OBJECTIVE

To continue study and analysis of projects and data for long-range planning elements and long-range project studies. Includes activities associated with publishing or updating the Metropolitan Transportation Plan, formerly called the Long Range Plan.

B. EXPECTED PRODUCTS

Staff expects to assist in the continual revision of the existing Metropolitan Transportation Plan (MTP) as well as the development of the updated plan to conform to state and federal requirements, particularly those of the FAST Act.

C. PREVIOUS WORK

Staff assisted in the continuous revision of the 2015-2040 Laredo Metropolitan Transportation Plan and the development of the 2020-2045 MTP.

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D. SUBTASKS

- 4.1 2020-2045 Laredo Metropolitan Transportation Plan (MTP) and FAST Act Compliance Project
The current 2015-2040 MTP and TIP will be reviewed and amended in order to comply with the Fixing America’s Surface Transportation (FAST) Act requirements. Specifically, the review and amendments will address and achieve conformity with all FAST Act requirements. The existing MTP will also be updated to conform to state and federal requirements. This includes an evaluation of the existing transportation system, public transportation, environmental conditions and transportation needs and developing a financially constrained implementation plan. The project will include a land use and socioeconomic conditions and forecast element. (To be conducted as routine work effort or by consultant if needed)

- 4.2 Bicycle & Pedestrian Master Plan - Develop a plan for creating an environment conducive for walking or bicycling as a mode choice, as well as providing for recreational opportunities for walking or cycling in order to encourage a healthy lifestyle. It is intended that Staff will primarily be responsible for completing the plan but consultants may be utilized to provide additional technical assistance to complete the plan as necessary. (To be conducted as routine work effort or by consultant if needed)

E. FUNDING & PARTICIPATION SUMMARY

Task 4.0 - FY 21

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
4.1	LUTS	20,000	0	0	20,000
4.2	LUTS	20,000	0	0	20,000
TOTAL		40,000			40,000

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

VI. TASK 5.0 - SPECIAL STUDIES

A. OBJECTIVE

To further the goals and objectives of the transportation planning process through special studies undertaken by MPO staff or consultants in support of existing or projected local needs. To maintain the transportation management systems required by federal and state regulations, to assist decision-makers in selecting cost-effective strategies to improve the efficiency and safety of and protect the investment systems.

B. EXPECTED PRODUCTS

These are specific studies and projects that address special problem areas or help promote and support transportation related topics.

2021 UPWP – DRAFT

C. PREVIOUS WORK

In FY 15, the 2015-2040 MTP, the TMA Certification Project, and the Congestion and Delay Study were completed. The Congestion Management Process (CMP) network and performance measures were adopted, and the Rail Road Quiet Zone study was completed. The Transit Plan Update of 2016, the transit Asset Management Plan of 2016 and a review and analysis of the transit marketing plan were all completed. In coordination with FHWA and TTI, the MPO conducted Bicycle and Pedestrian workshops in December of 2016, and June of 2017. 2015 Quiet Zone Study Update project which was initiated in 2017 and completed in January of 2019.

D. SUBTASKS

- 5.1 Long Range Freight Mobility Plan – Objective: This study will evaluate freight movement in the study in order to: identify freight mobility needs and challenges, develop goals and objectives to improve goods movement, evaluate the impact of freight movement on the regional economy, identify freight transportation facilities and investments necessary for economic growth, define freight policies and programs, and provide recommendations for short, mid-range and long term recommendations for infrastructure improvements. Expected This study that will serve as an investment guide for freight mobility improvements in the region. It is intended that Staff will primarily be responsible for completing the plan but consultants may be utilized to provide additional technical assistance to complete the plan. (To be conducted as routine work effort or by consultant if needed)
- 5.2 Transit Comprehensive Operational Analysis: Objective: This study will evaluate the current fixed route and ADA demand response transit system’s structure and performance. Expected: The study should provide recommendations to address current and future service needs including but not limited to: the realignment of existing services, proposal of new routes, optimal locations for transit hubs, discontinuation and/or reduction of non-productive routes/service, and the identification of preferred methodology for the on-going evaluation of the fixed route system, staffing and administration.

E. FUNDING & PARTICIPATION SUMMARY

Task 5.0 - FY 21

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
5.1	LUTS	100,000	0	0	100,000
5.2	LUTS	250,000	0	0	250,000
TOTAL		350,000	0	0	350,000

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

2021 UPWP – DRAFT

LAREDO WEBB COUNTY AREA METROPOLITNA PLANNING ORGANIZATION— FY 21

UPWP Task	Description	TPF¹ Funds	FTA Sect. 5307	Local	Total Funds
1.0	Management & Administration	460,000	0	0	460,000
2.0	Data Development and Maintenance	100,000	0	0	100,000
3.0	Short Range Planning	10,000	0	0	10,000
4.0	MTP / Long Range Plan	40,000	0	0	40,000
5.0	Special Studies	350,000	0	0	350,000
TOTAL		960,000	0	0	960,000

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

¹ TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

FY 2020-2021 Combined Transportation Planning Funds ²	\$ 571,452
<u>Estimated Unexpended Carryover to be Utilized³</u>	<u>\$ 459,478</u>
TOTAL TPF	\$ 960,000

² Estimate based on prior years' authorizations

³ The accounting below provides the estimated unexpended carryover for FY 2019-2020, from which \$459,478 is expected to be utilized for FY 2020-2021 (as shown above)

<u>FY 2018-2019 Unexpended Carryover</u>	<u>\$ 1,548,096</u>
FY 2019-2020 Combined Transportation Planning Funds	+ \$ 571,452
FY 2019-2020 Expenditures (estimated)	- \$ 307,201
FY 2019-2020 Unexpended Carryover (estimated)	\$ 1,812,347

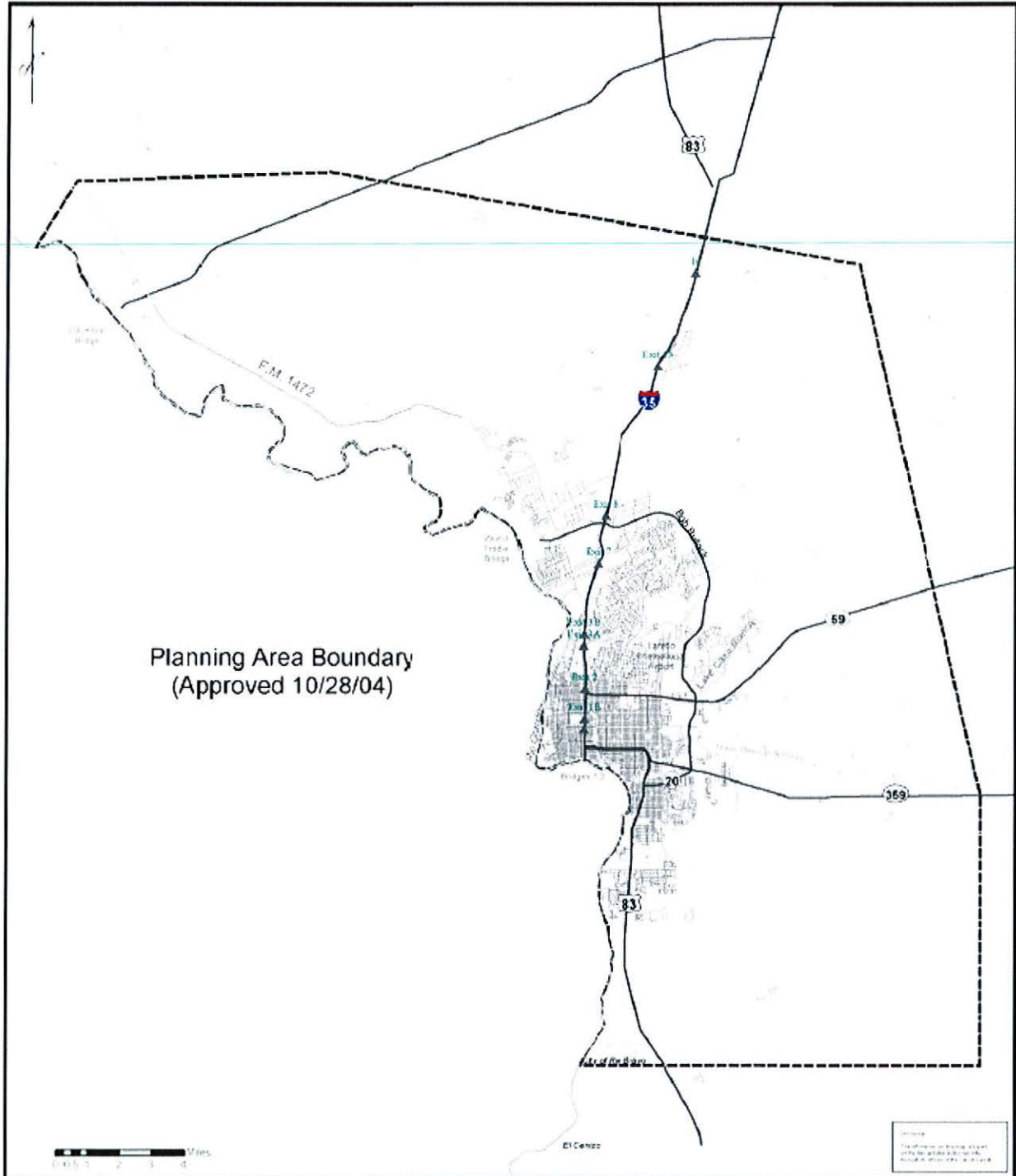
**2021 UPWP – DRAFT
VII. APPENDICES**

APPENDIX A - POLICY COMMITTEE

Honorable Pete Saenz	Mayor	City of Laredo
Honorable George Altgelt	City Councilmember	Laredo Mass Transit Board
Honorable Nelly Vielma	City Councilmember	City of Laredo
Honorable Dr. Marte Martinez	City Councilmember	City of Laredo
Honorable Tano Tijerina	Webb County Judge	Webb County
Honorable John Galo	Webb County Commissioner	Webb County
Honorable Jesse Gonzalez	Webb County Commissioner	Webb County
VACANT	Member At Large	
Mr. David Salazar P.E.	TxDOT District Engineer	TxDOT
Ex-Officio		
Honorable Judith Zaffirini	Senator - District 21	State of Texas
Honorable Richard Raymond	Representative - District 42	State of Texas
Honorable Tracy O. King	Representative- District 80	State of Texas

APPENDIX B -METROPOLITAN AREA BOUNDARY MAP

Laredo Metropolitan Planning Organization



2021 UPWP – DRAFT
APPENDIX C - DEBARMENT CERTIFICATION

NEGOTIATED CONTRACTS

- 1) The Laredo Webb County Area Metropolitan Planning Organization, as Contractor, certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity * with commission of any of the offenses enumerated in paragraph (1) (b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

- 2) Where the **Contractor** is unable to certify to any of the statements in this certification, such **Contractor** shall attach an explanation to this certification.

* Federal, State, or Local

Pete Saenz
Chairperson, MPO Policy Committee
Mayor City of Laredo

Date

2021 UPWP – DRAFT

APPENDIX D - LOBBYING CERTIFICATION

**CERTIFICATION FOR CONTRACTS, GRANTS,
LOANS AND COOPERATIVE AGREEMENTS**

The undersigned certifies to the best of his or her knowledge and belief, that:

- 1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- 3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Pete Saenz
Chairperson, MPO Policy Committee
Mayor
City of Laredo

Date

2021 UPWP – DRAFT
APPENDIX E - CERTIFICATION OF COMPLIANCE

I, Pete Saenz, Chairperson of the Laredo MPO Policy Committee, a duly authorized representative of the Laredo Webb County Area Metropolitan Planning Organization (MPO), do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Chairperson, MPO Policy Committee
Mayor
City of Laredo

Date

Attest:

Jose A. Valdez, Jr.-
City Secretary
City of Laredo

APPENDIX F - CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Pete Saenz, Chairperson of the Laredo Urban Transportation Study, a duly authorized officer/representative of the Laredo Metropolitan Planning Organization (MPO) do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 “Required Internal Ethics and Compliance Program” and 43 TAC § 10.51 “Internal Ethics and Compliance Program” as may be revised or superseded.

Chairperson, MPO Policy Committee
Mayor
City of Laredo

Date

Attest:

Jose A. Valdez, Jr. -
City Secretary
City of Laredo

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

DATE: 6-15-20	SUBJECT: RESOLUTION Receive public testimony and approved Resolution No. MPO 2020-08, supporting the following proposed amendments to the National Highway System (NHS):	
	<ol style="list-style-type: none"> 1. The addition of the following roadways to the National Highway System: <ul style="list-style-type: none"> • SL 20/Cuatro Vientos Rd from SH 359 to Mangana Hein Rd • Mangana Hein Rd from SL 20/Cuatro Vientos Rd to US 83 • BUS 59Z/Saunders St from SL 20 to I-35 2. The removal of following roadways from the National Highway System: <ul style="list-style-type: none"> • Clark Blvd. and Spur 400 from SL 20 to I-35 • Arkansas Ave. from US 83 to BUS 59Z/Saunders St • Meadow Ave. from US 83 to BUS 59Z/Saunders St. 3. The modification of the Intermodal Connector for the Port of Laredo UPRR Yard as follows: <ul style="list-style-type: none"> • Remove Intermodal Connector designation from the I-35 northbound frontage road from Del Mar Blvd to Uniroyal Dr. • Add Intermodal Connector designation to Uniroyal Dr and Carriers Dr from I-35 to Port Dr and Port Dr from Uniroyal Dr to the entrance of the Port of Laredo UPRR Terminal to reflect current connectivity. 	
INITIATED BY: TxDOT		STAFF SOURCE: J. Kirby Snideman, MPO Director
PREVIOUS ACTION: In April of 2019, after review and positive recommendation by the Technical Committee, TxDOT presented their suggested proposed modifications of the NHS to the Policy Committee. The Policy Committee did not agree with the proposed NHS modifications. The Policy Committee expressed its reticence to remove any roads from the NHS and recommended TxDOT and its consultant further review additional local roads for inclusion in the NHS. On May 18, 2020, the Policy Committee voted to direct Staff to bring back a resolution supporting the proposed NHS modifications as presented.		
BACKGROUND The National Highway System (NHS) is a network of major roadways critical to the regional, statewide, and national movement of people and goods designated by the Federal Highway Administration (FHWA) in coordination with local officials. The Intermodal Connector system identifies the most direct access route between the NHS and major intermodal facilities, as defined by FHWA in Appendix D to Subpart A of 23 CFR 470, and the main NHS. The Texas Department of Transportation's (TxDOT's) Transportation Planning and Programming Division (TxDOT-TPP), in coordination with the Federal Highway Administration - Texas Division (FHWA Texas) has completed a comprehensive review of the NHS in Texas, including the Intermodal Connectors and main NHS, to produce recommended modifications to the system. TxDOT-TPP has developed these modifications in coordination with FHWA-Texas and Laredo Webb County Area Metropolitan Planning Organization (MPO) staff and Technical Advisory Committee. The MPO Technical Advisory Committee voted to support these modifications on May 12, 2020. The addition or removal of NHS designation from a roadway does not affect ownership or maintenance of the roadway. (SEE ATTACHED PRESENTATION FOR FULL DETAILS)		
Technical Committee Recommendation: Approval		Staff recommendation: Approval

RESOLUTION NO. MPO 2020-08

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

SUPPORTING THE REVISION(S) TO THE NATIONAL HIGHWAY SYSTEM

WHEREAS, the National Highway System (NHS) is a network of major roadways critical to the regional, statewide, and national movement of people and goods designated by the Federal Highway Administration (FHWA) in coordination with local officials; and,

WHEREAS, the Intermodal Connector system identifies the most direct access route between the NHS and major intermodal facilities, as defined by FHWA in Appendix D to Subpart A of 23 CFR 470, and the main NHS; and,

WHEREAS, the Texas Department of Transportation's (TxDOT's) Transportation Planning and Programming Division (TxDOT-TPP), in coordination with the Federal Highway Administration - Texas Division (FHWA Texas) has completed a comprehensive review of the NHS in Texas, including the Intermodal Connectors and main NHS, to produce recommended modifications to the system; and,

WHEREAS, TxDOT-TPP has developed these modifications in coordination with FHWA-Texas and Laredo Webb County Area Metropolitan Planning Organization (MPO) staff and Technical Advisory Committee, and,

WHEREAS, the MPO Technical Advisory Committee voted to support these modifications on May 12, 2020; and,

WHEREAS, the addition or removal of NHS designation from a roadway does not affect ownership or maintenance of the roadway,

NOW THEREFORE BE IT RESOLVED, THAT THE LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION (MPO) POLICY COMMITTEE SUPPORTS THE FOLLOWING MODIFICATIONS TO THE NHS:

1. The addition of the following roadways to the National Highway System:
 - SL 20/Cuatro Vientos Rd from SH 359 to Mangana Hein Rd
 - Mangana Hein Rd from SL 20/Cuatro Vientos Rd to US 83
 - BUS 59Z/Saunders St from SL 20 to I-35
2. The removal of following roadways from the National Highway System:
 - Clark Blvd. and Spur 400 from SL 20 to I-35
 - Arkansas Ave. from US 83 to BUS 59Z/Saunders St
 - Meadow Ave. from US 83 to BUS 59Z/Saunders St.

3. The modification of the Intermodal Connector for the Port of Laredo UPRR Yard as follows:
 - Remove Intermodal Connector designation from the I-35 northbound frontage road from Del Mar Blvd to Uniroyal Dr.
 - Add Intermodal Connector designation to Uniroyal Dr. and Carriers Dr. from I-35 to Port Dr. and Port Dr. from Uniroyal Dr to the entrance of the Port of Laredo UPRR Terminal to reflect current connectivity

We certify that the above resolution was adopted on June 15th, 2020, at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization (MPO).

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

J. Kirby Snideman
MPO Director

David M. Salazar,
TxDOT, District Engineer



Texas NHS Study

Laredo MPO Area Modifications

May 12, 2020

Today's agenda



1 NHS Background & Study Approach

2 Implications of NHS Designation

3 Study Progress to Date

4 NHS in Laredo

5 NHS Review

6 Suggested Modifications

7 Next Steps

NHS Background and Study Approach



NHS History

- Originally designated in 1995 through cooperation between local transportation officials and FHWA
- MAP-21 legislation (2012) automatically added around 4,000 miles to the system in Texas
- This study is the first attempt to comprehensively evaluate the NHS in Texas since it was created

Texas NHS Study Objectives

- Review the NHS in a data-driven manner using **Federal criteria & guidelines**, suggest additions and removals
- Coordinate with FHWA-Texas and ensure informed consent from MPOs and other partners
- Prepare and submit official requests to change NHS to FHWA

Agency Roles in NHS Designation/Modification

- **MPOs** consider possible modifications for alignment with **regional priorities** and provides guidance and statements of support
- **TxDOT** provides initial analysis, offers technical support, and facilitates stakeholder input
- **FHWA** provides guidance on the review process and approves or rejects final requests to change the system

NHS Background and Study Approach

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

23 CFR 470.107 (b)

NHS Principal Arterial Review

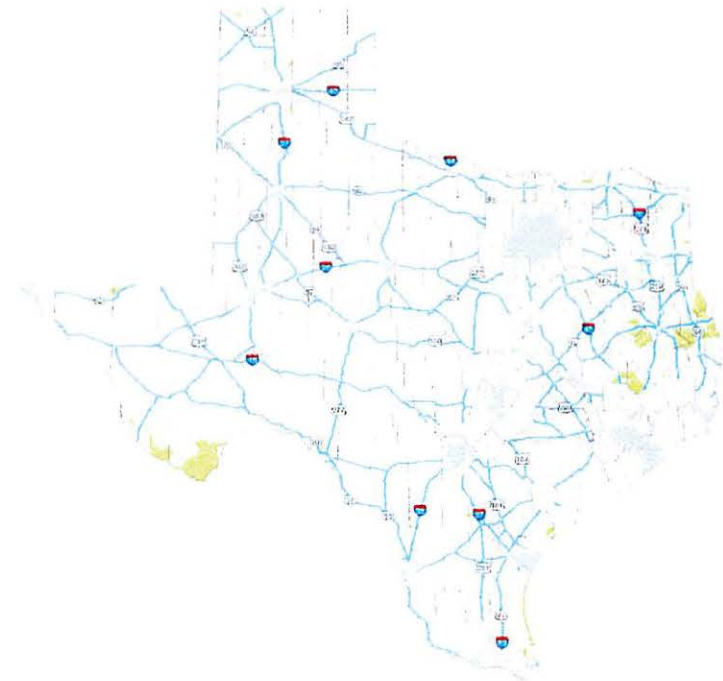
- Serve long-distance and regional travel needs
- Serve major activity centers
- Limit access to surrounding land uses and avoid residential areas
- Create an interconnected system linking other major facilities (no NHS stubs)

Intermodal Connector Review

- Apply federal criteria for trip generation specific to each facility
- Review connector efficiency: Is this the most direct way to access the facility from the NHS?

Implications of NHS Designation

- **National Performance Management Measures** - MPOs and States required to track and set targets for improvement:
 - Pavement condition
 - Bridge condition
 - Safety
 - Travel Time Reliability
- Removal from the NHS system **does not affect overall Federal funding eligibility**
- Projects on NHS facilities are subject to **Federal Design Standards**



Study Progress to Date



- Recommendations obtained from 21/23 MPOs
- Finalizing >250 NHS modifications based on recommendations to date
- Laredo MPO coordination
 - Initial meeting in February 2019
 - Presented to TAC and Policy Committee April 2019
 - No decision was reached on NHS modifications
 - Agreed that modifications would not involve downgrades to Minor Arterial
 - **Need to finalize decisions on NHS recommendations**

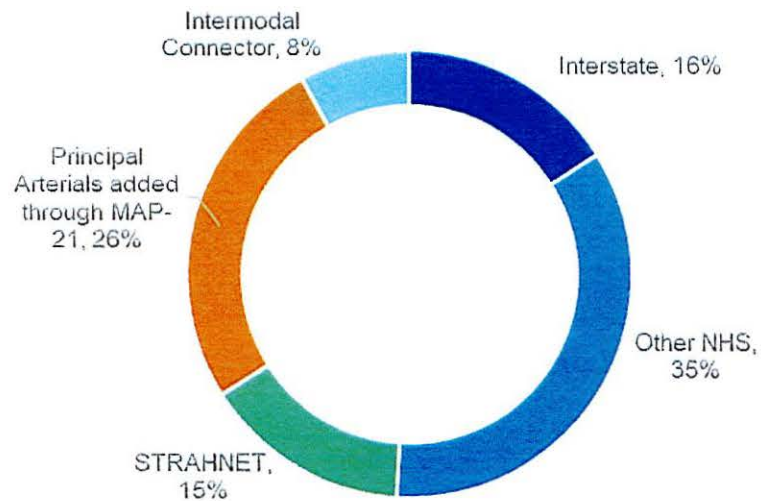
National Highway System in Laredo

Laredo Urban Transportation Study NHS Facts

115 centerline miles (12% of total miles)

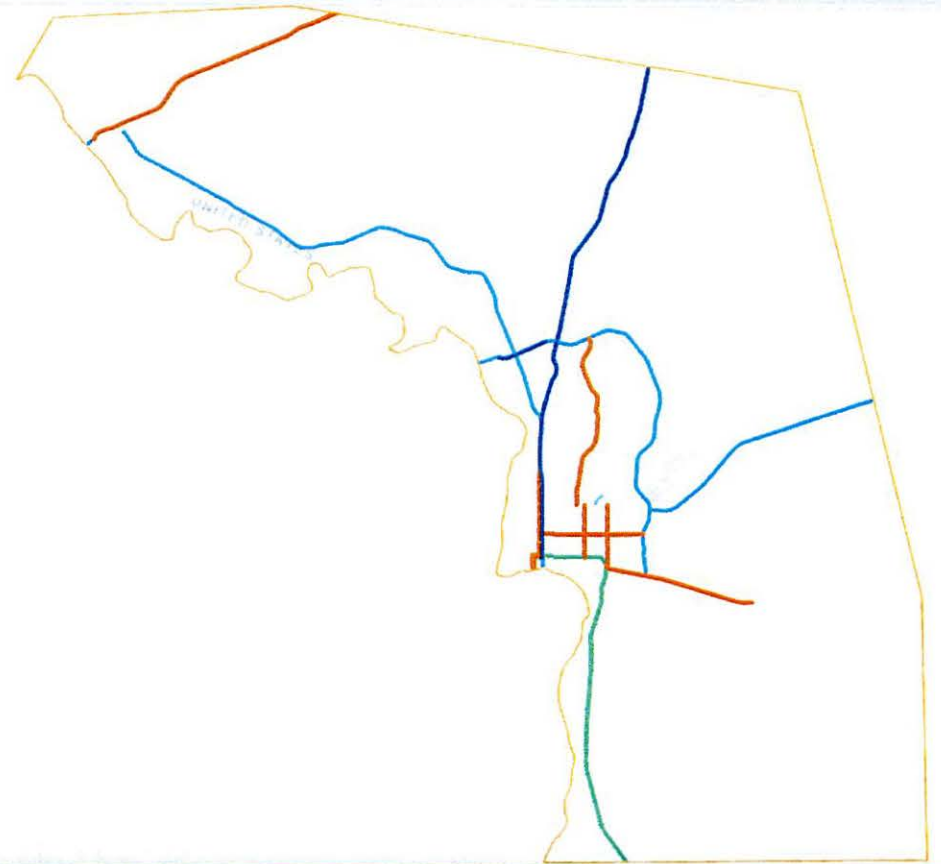
2 million daily vehicle-miles traveled (55% of total travel)

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



Current System Designation

Source: Texas HPMS 2017 Year-End Data Submission



NHS Review – Three Step Process



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

- Evaluate Texas portions of the National Highway System in a data-driven manner
- Align process with Federal requirements for modification

1. Scoring Principal and Minor Arterials

Identify likely Principal Arterials based on facility characteristics

2. Urban Contextual Review

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

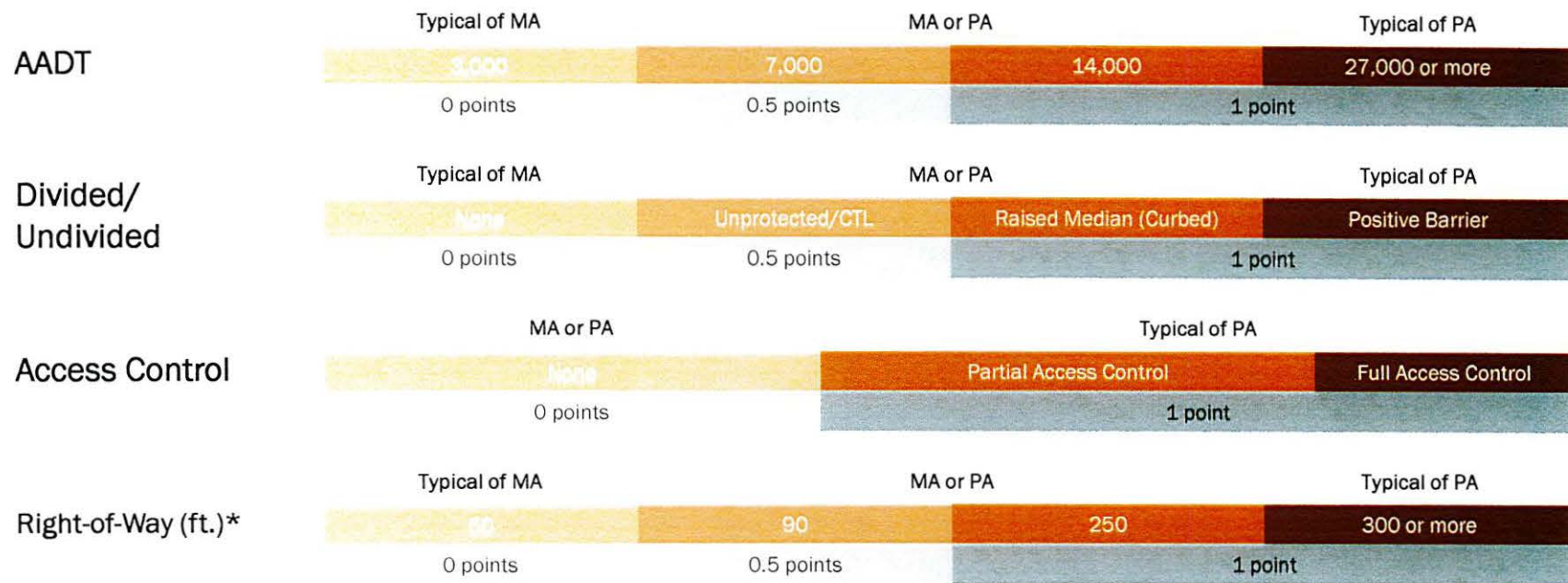
3. System Architecture Review

Refine results based on spacing and system continuity

Step 1 of NHS Review Process



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



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

Criteria based on FHWA Highway Functional Classification Concepts, Criteria and Procedures, 2013
 *Estimates developed by Jacobs based on 20th/80th percentile

Step 2 of NHS Review Process



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

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

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

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

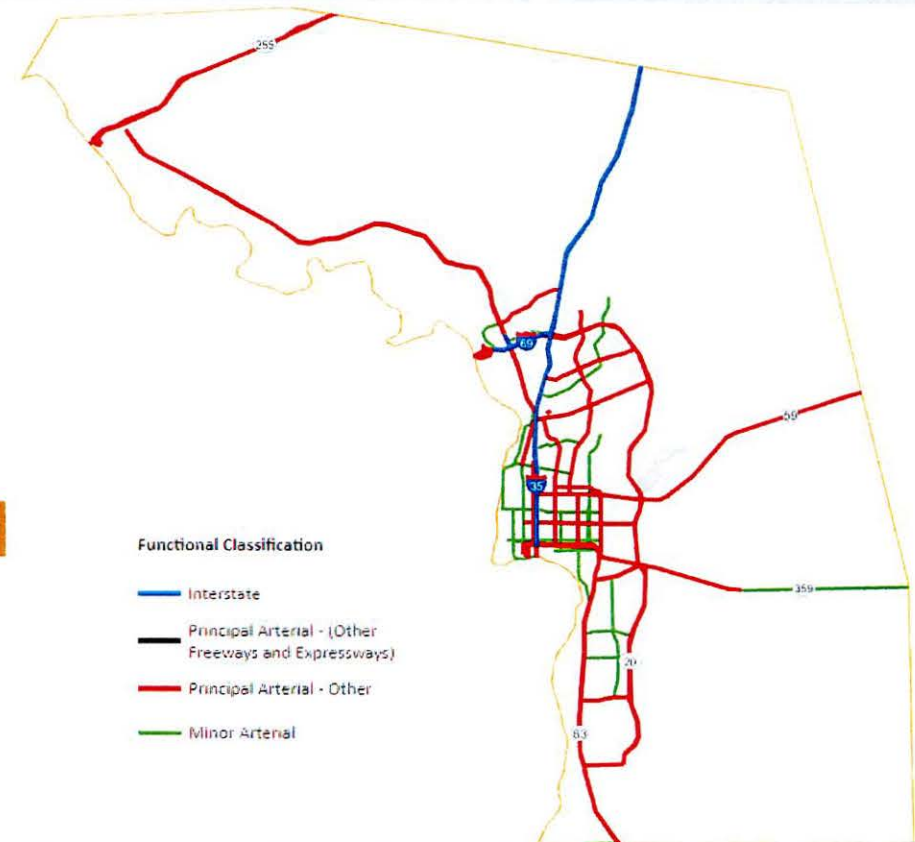
Number of criteria that scored "Yes"	Preliminary Suggestion
4-5	Keep as OPA / Re-designate as OPA
2-3	Further Review
1	Keep as MA / Re-designate as MA

Step 3 of NHS Review Process

Step 3: Review Suggested Modifications against System Architecture Needs

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

Area Type	Arterial Spacing
Central business district	1/8-1/2 mile
Urban (central city except CBD)	1/2-1 mile
Suburban	1-2 miles
Lowest density development	2-3 miles



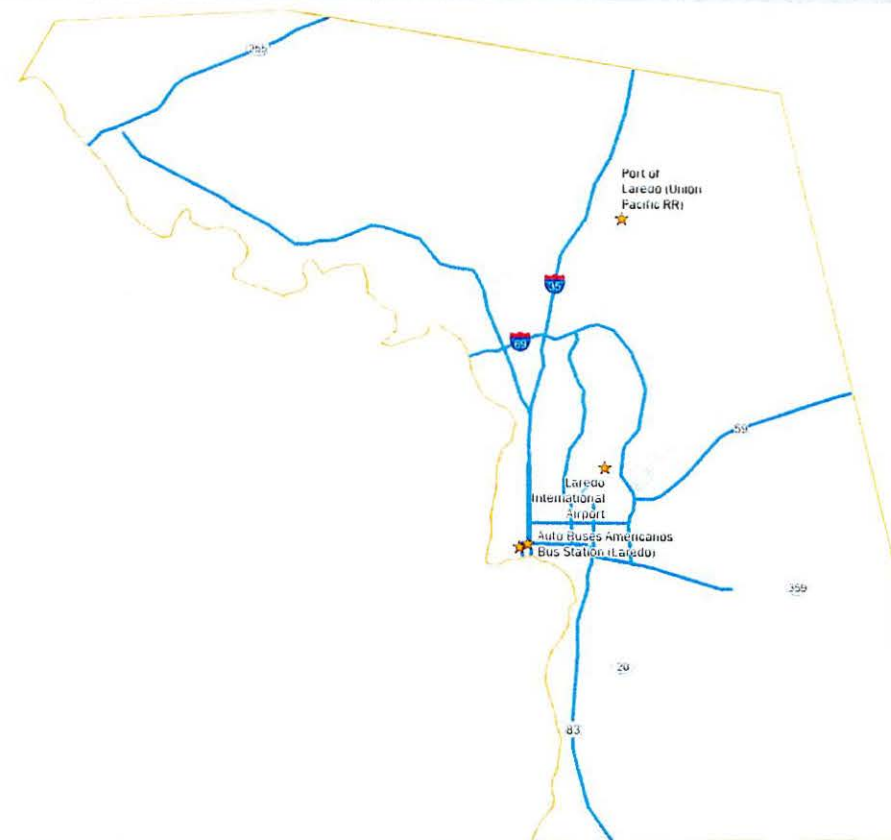
NHS Intermodal Connector Review

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

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

Review Steps

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



Laredo MPO Suggested NHS Modifications



Potential Additions

3 corridors/11.7 mi.

Potential Removals

3 corridors/7.5 mi.

+4.2 net NHS mi.

Intermodal Connectors

Add 3 connectors/3 mi. 

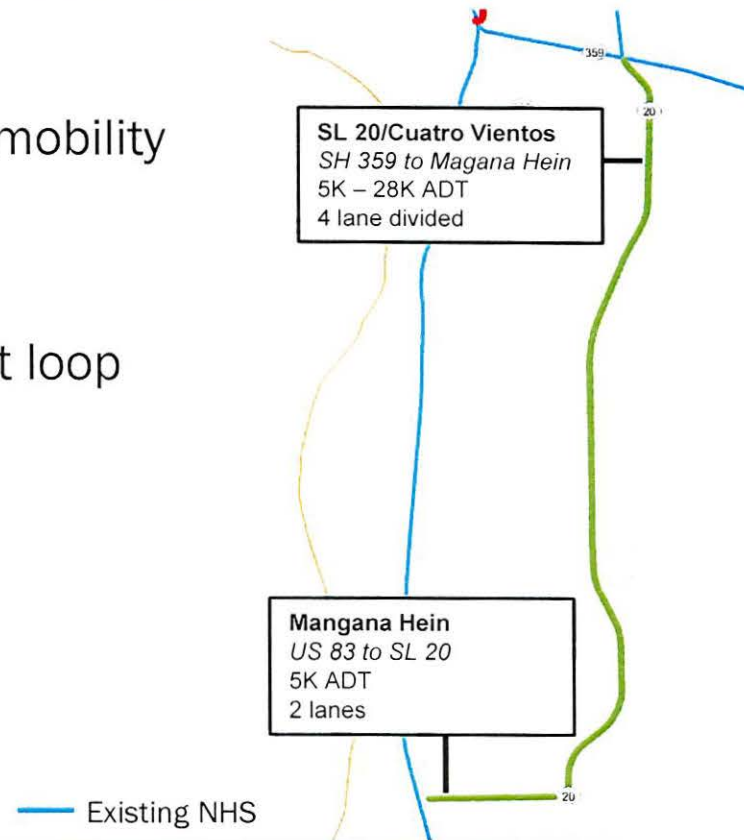
Remove 1 connector/8.7 mi. 



 Existing NHS

Suggested Additions to the NHS (1)

- **SL 20/Cuatro Vientos**
 - Major regional connection providing mobility for areas of new growth
- **Mangana Hein Rd/CR 313**
 - Links SL 20 to US 83 - part of current loop



Suggested Additions to the NHS (2)



- **BUS 59/Saunders St.**

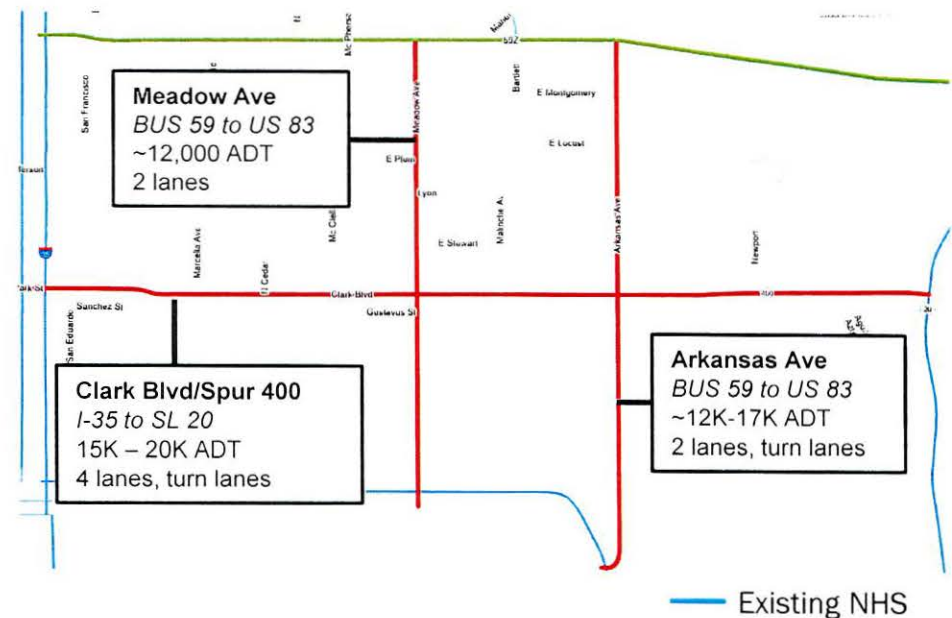
- Major links between major corridors (SL 20, I-35), connects to airport
- Critical connection with high traffic volumes
- Limited options for expansion, no access control



Suggested Removals from the NHS

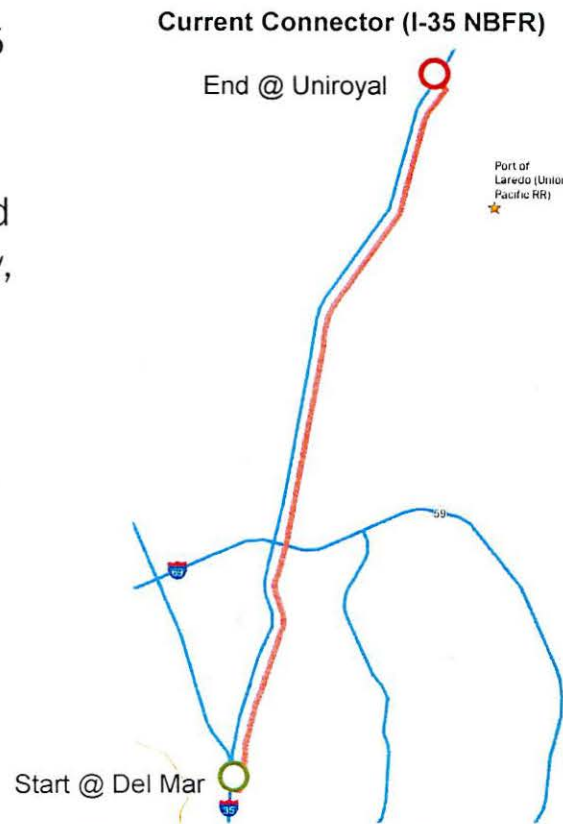
■ Clark, Meadow, and Arkansas

- Automatically added to NHS with MAP-21 (2012)
- **Do not meet NHS criteria**
 - Serve more local, short-distance travel
 - Provide access to neighborhoods, schools, and other local land uses
 - Mostly or fully city-owned streets
- No historical use of NHS funds for construction



Suggested Intermodal Connector Modification

- Port of Laredo connector is I-35 frontage road from Del Mar to Uniroyal (8.7 miles)
- I-35 interchange at Carriers and Uniroyal serves the Port directly, constructed after NHS designation
- Suggest designating Uniroyal (0.4 mi), Carriers (0.8 mi.), and Port Dr (1.8 mi.) as intermodal connectors



Next Step: MPO Review & Concurrence Process

1

MPO TAC Recommendations

MPO TAC provides recommendations on NHS modifications

2

MPO Policy Committee Decision

MPO Policy Board, provides indication of support, revision, or rejection of suggested modification to NHS

3

MPO Concurrence Statements

MPO provides official concurrence statements in the form of MPO Letter of Resolution supporting modifications

4

TxDOT Submission to FHWA

TxDOT TPP reviews MPO supported modifications and develops official submission documentation, which are submitted to the FHWA Texas Division Office and forwarded to FHWA-HQ

5

TxDOT Map Updates

Official State maps are updated to reflect NHS modifications approved by FHWA

Study Contact



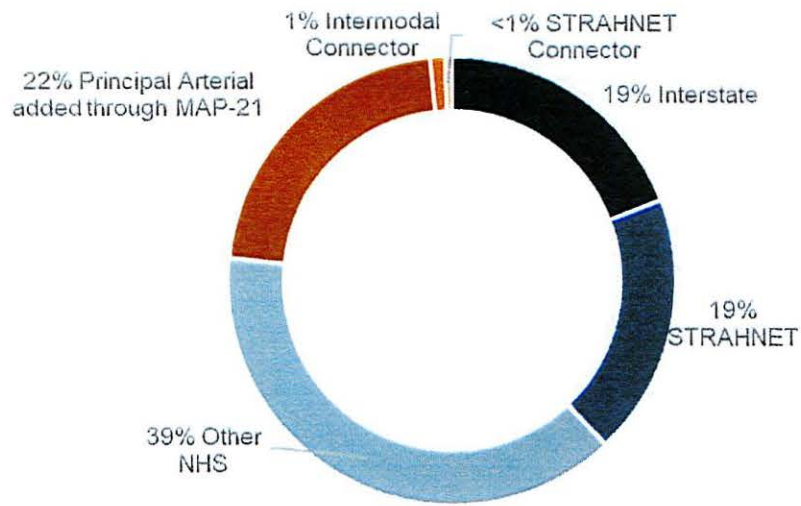
Curtis Jones, Project Development Manager
TxDOT Transportation Planning and Programming Division
Curtis.Jones@txdot.gov
(512) 486-5032 (o)
(737) 610-9526 (m)

National Highway System in Texas

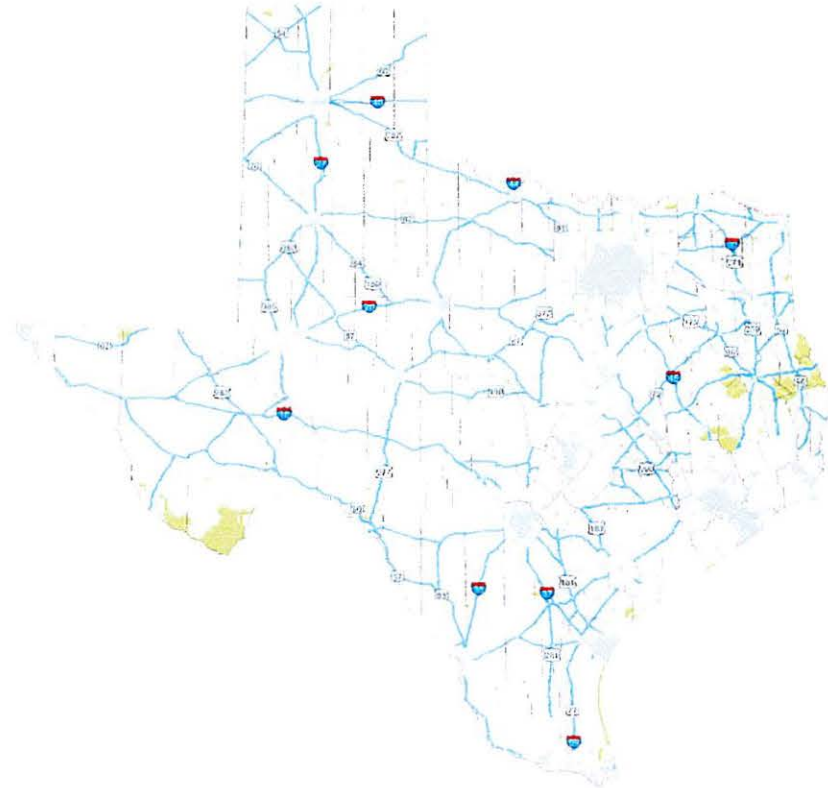


Texas NHS Facts

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



Current System Designation



Source: Texas HPMS 2017 Year-End Data Submission

Current NHS Comparison



MPO Area	NHS Miles		NHS VMT		Truck VMT	
	#	% of all miles	#	% of all VMT	#	% of all Truck VMT
Laredo	115	12%	2M	55%	332K	81%
Lubbock	175	10%	4M	61%	295K	79%
Amarillo	126	7%	2M	53%	421K	84%
South East Texas	319	8%	8M	65%	1M	82%
Corpus Christi	156	9%	6M	65%	334K	69%
Permian Basin	290	12%	6M	60%	725K	74%

Intermodal Connector Criteria



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

Laredo Intermodal Connectors



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

Design

Guidance on NHS Design Standards and Design Exceptions

With the implementation of the MAP-21 legislation and the resulting changes to highways included in the National Highway System (NHS), the need has arisen to address how to apply our design standards and design exceptions in the development of highway improvement projects.

While FHWA-approved standards apply to all projects on the NHS, we encourage flexibility and a context-sensitive approach which considers the full range of project needs and the impacts to the community and natural and human environment. Design exceptions are a useful tool that may be employed to achieve a balance of project needs and community values. State DOT or local authorities must evaluate, approve, and document design exceptions. Approving any design exception is a Federal Action, which requires reviewing and documenting their potential environmental impacts.

For highways added to the NHS under MAP-21, the effective date that projects are required to comply with the NHS design requirements and standards is October 1, 2012. NHS projects having completed an environmental decision or final design prior to that date may proceed without changes. NHS projects completed on or after that date must follow the FHWA-approved standards or receive approval for design exceptions.

Additional information on MAP-21 legislation is available at: <https://www.fhwa.dot.gov/map21/qandas/>. We encourage you to review this information and share it with your State and local partners.

1. [Are there design standards that apply to the National Highway System \(NHS\)?](#)
2. [What design standards has FHWA adopted?](#)
3. [Do FHWA-adopted design requirements apply to all projects on the NHS?](#)
4. [Do NHS standards apply to projects that do not use Federal-Aid Highway Program \(FAHP\) funding?](#)
5. [What flexibilities are allowed with NHS design standards?](#)
6. [Can projects on the NHS deviate from the NHS design standards?](#)
7. [What justification is required to evaluate, review, and approve design exceptions on the NHS?](#)
8. [Are design exceptions approved on a project-by-project basis?](#)
9. [At what point in the development of a project should design exceptions for a project on the NHS be reviewed and approved?](#)
10. [What variances from NHS standards require FHWA review and approval of design exceptions?](#)
11. [Who approves design exceptions for projects on the NHS?](#)
12. [Does a State DOT or local agency's approval of design exceptions on behalf of FHWA constitute a Federal Action?](#)
13. [Do design exceptions meet the criteria to be classified as a Categorical Exclusion \(CE\)?](#)
14. [What information must State DOTs or local agencies review to determine if a proposed design exception can be classified as a CE?](#)

-
1. **Are there design standards that apply to the National Highway System (NHS)?**

Yes. The Federal Highway Administration (FHWA) has adopted design standards for the NHS (as specified in 23U.S.C.109(c)).

2. What design standards has FHWA adopted?

The FHWA has adopted standards for roadway geometrics, bridges and structures, erosion and sediment control, hydraulics, traffic noise, materials, and accessible pedestrian design. These standards are listed in 23CFR625.4 and 49CFR37.9.

3. Do FHWA-adopted design requirements apply to all projects on the NHS?

Yes. The FHWA-adopted design requirements found in 23CFR625 and 49CFR37.9 apply to projects on the NHS, including routes added to the NHS by the Moving Ahead for Progress in the 21st Century Act (MAP-21).

The FHWA-adopted geometric design standards apply to new and reconstruction projects on the NHS. The NHS standards for the geometric design of highways include the American Association of State Highway and Transportation Officials' (AASHTO) *[A Policy on Design Standards Interstate System](#)* (January 2005) and *[A Policy on Geometric Design of Highways and Streets](#)* (2011).

For resurfacing, restoration, and rehabilitation (3R) projects, design standards adopted by the State Department of Transportation (DOT) and approved by the FHWA Division Administrator will apply (23CFR625.4(a)(3)). More information about developing geometric design standards for 3R projects is available in the Transportation Research Board publication *[Designing Safer Roads: Practices for Resurfacing, Rehabilitation, and Restoration](#)* and the FHWA Technical Advisory *[Developing > Geometric Design Criteria and Processes for Non-freeway RRR Projects](#)*.

4. Do the NHS design standards apply to projects that do not use Federal-Aid Highway Program (FAHP) funding?

Yes. These FHWA-adopted or approved design standards apply to all street and highway projects on the NHS, regardless of the funding source for the project. (23CFR625.3).

5. What flexibilities are allowed with NHS design standards?

The NHS geometric design standards provide a range of acceptable values for highway features and FHWA encourages the use of this flexibility to achieve a design which best suits the desires of the community while satisfying the purpose for the project and needs of its users.

Design values should be selected based on an evaluation of the context of the facility, needs of all the various project users, safety, mobility (i.e., traffic performance), human and natural environmental impacts, and project costs. For most situations, there is sufficient flexibility within the range of acceptable values to achieve a balanced design. However, when this is not possible, a design exception may be considered and be appropriate.

In addition, section 1404(b) of the Fixing America's Surface Transportation Act (FAST Act) creates an exception to current FHWA regulations at 23CFR 625 governing the design standards for all NHS highways, providing some local jurisdictions with additional flexibility in the choice of design standards for specific projects. Refer to separate Questions & Answers specific to the provisions of section 1404 of the FAST Act, available at <https://www.fhwa.dot.gov/programadmin/standards.cfm>.

6. Can projects on the NHS deviate from the NHS design standards?

Yes. State and local agencies may consider designs that deviate from the NHS design standards when warranted based on the conditions, context, and consequences of the proposed projects. If an agency chooses to deviate from a standard, they must document the design exception. (23CFR625.3(b)).

A design exception states the reason(s) for a specific deviation from an established standard for a specific highway feature and may also include features to mitigate any negative effects. For additional information on design exceptions, please refer to the FHWA publication [Mitigation Strategies for Design Exceptions](#).

7. What justification is required to evaluate, review, and approve design exceptions on the NHS?

All proposed design exceptions should be thoroughly analyzed and the potential impacts understood before approval. The process to evaluate and justify design exceptions must be based on an evaluation of the context of the facility (e.g., community values), needs of all the various project users, safety, mobility (i.e., traffic performance), human and environmental impacts, project costs, and other impacts. As codified in 23 CFR 625.3(f), exceptions may be approved on a project basis for designs that do not conform to the minimum or limiting criteria set forth in the standards, policies, and standard specifications adopted in 23 CFR 625. Design exceptions, subject to approval by FHWA, or on behalf of FHWA if a State transportation agency has assumed the responsibility through a Stewardship and Oversight agreement, are required for projects on the NHS only when the controlling criteria are not met (see Question #10).

Documentation for design exception requests should describe all of the following:

- Specific design criteria that will not be met;
- Existing roadway characteristics;
- Alternatives considered;
- Comparison of the safety and operational performance of the roadway and other impacts such as right-of-way, community, environmental, cost, and access for all modes of transportation;
- Proposed mitigation measures; and
- Compatibility with adjacent sections of roadway.

Design Speed and Design Loading Structural Capacity are fundamental criteria in the design of a project and additional documentation is required for exceptions to these criteria. Design speed exceptions should also describe the length of the proposed section with a lower design speed compared to the overall length of the project, and the measures that will be used in transitioning to adjacent sections with a different design speed. Documentation for exceptions to the Design Loading Structural Capacity should include verification of safe load-carrying capacity (load rating) for all State unrestricted loads or routine permit loads and, in the case of bridges and tunnels on the Interstate System, all Federal legal loads.

8. Are design exceptions approved on a project-by-project basis?

Yes. Design exceptions may be approved on a project-by-project basis. (23CFR625.3(f)). Each design exception should be thoroughly evaluated to ensure the implications are understood and

potential mitigation features considered before making any decisions when the design of a roadway feature falls outside of the established minimum values. As a result, design exceptions cannot be approved for general application to an entire corridor or geographic region.

9. At what point in the development of a project should design exceptions for a project on the NHS be reviewed and approved?

Design exceptions may be approved at any time prior to finalizing the design of a project. However, agencies are encouraged to review and approve design exceptions as soon as sufficient analyses have been conducted and implication of these exceptions identified. The early consideration, evaluation, and decision on design exceptions will ensure more informed decision-making occurs early in the project development process, reducing the risk and cost of delays resulting from changes later in the process. Design exceptions are typically reviewed in conjunction with the overall review and approval of the plans, specifications, and estimates for a project on the NHS.

10. What variances from NHS standards require FHWA review and approval of design exceptions?

The FHWA requires the review and approval of design exceptions on high-speed (i.e., Interstate highways, other freeways, and roadways with design speed \geq 50 mph) roadways on the NHS for 10 controlling criteria: design speed, lane width, shoulder width, horizontal curve radius, superelevation rate, maximum grade, stopping sight distance, cross slope, vertical clearance, and design loading structural capacity.

As of May 5, 2016, on low-speed roadways (i.e., non-freeways with design speed $<$ 50 mph) on the NHS, only the following two controlling criteria apply: design speed and design loading structural capacity. While FHWA only requires the approval of design exceptions for these controlling criteria, agencies are encouraged to develop and implement procedures to analyze, evaluate, document, and approve all types of design variances. More information about this change can be found at <https://www.fhwa.dot.gov/design/standards/160505.cfm>.

11. Who approves design exceptions for projects on the NHS?

Design exceptions from NHS standards for the controlling criteria listed in Answer #10 must be approved by FHWA or on behalf of FHWA by a State DOT or local agency (as specified in 23CFR625.3(f)).

On those projects where the State DOT has assumed FHWA's stewardship and oversight responsibilities (as specified in the State DOT-FHWA Stewardship Agreement), the State DOT must evaluate, approve, and document design exceptions as if they were approved by FHWA.

12. Does a State DOT or local agency's approval of design exceptions on behalf of FHWA constitute a Federal Action?

Yes. The approval of design exception for any project on the NHS by FHWA is a Federal Action (that requires the evaluation and documentation of any environmental implications prior to taking any formal action or granting approval of these exceptions). The approval of design exceptions is a Federal Action regardless of the source of funding (e.g., Federal, State, local, private) or if a State DOT or local agency approves the design exceptions on behalf of FHWA. In other words, the Federal Action is the approval of the design exception and not the project. If a project on the NHS

does not use Federal funding, the approval of design exceptions may be the only action or decision that may involve a State DOT or FHWA on these projects. In many circumstances, the approval of the design exception will likely fall under categorical exclusion. (Reference 23CFR771.117(c). Also see question 13).

13. Do design exceptions meet the criteria to be classified as a Categorical Exclusion (CE)?

Typically, yes. The selection of the appropriate environmental review, documentation, and approval of FHWA's decision-making process will usually be based on the type and scope of the project. Design exceptions by themselves normally do not result in a change in the scope of a project or cause any significant impacts. In many circumstances, the approval of the design exception will likely fall under categorical exclusion. (Reference 23CFR771.117(c)). The FHWA Division Offices are encouraged to review and amend their programmatic CE agreements with their State DOTs to include design exceptions, as appropriate.

Additional information and resources to support the environmental review, documentation, and approval that may be required on a project are available in FHWA's [Environmental Review Toolkit](#).

14. What information must State DOTs or local agencies review to determine if a proposed design exception can be classified as a CE?

The review, consideration, and approval of design exceptions generally occurs after the impacts of a project's design have been reviewed and approved as complying with the applicable Federal and State or locally-required environmental finding, determination, or decision (as specified in 23CFR771 and any equivalent State or local requirements). A re-evaluation would be conducted to confirm that the applicable Federal and State or locally-required environmental finding, determination, or decision remained valid after the design exceptions were proposed.

Typically design exceptions by themselves do not involve unusual circumstances or result in significant environmental impacts, making it highly unlikely that design exceptions alone would require an environmental review and documentation other than what is required for a CE action. For a project where the only Federal involvement is the approval of design exceptions, a CE would likely satisfy the NEPA evaluation and documentation requirements (as specified in 23CFR771).

The FHWA Division Offices, State, or local agencies reviewing design exceptions also need to confirm proposed design exceptions are consistent with the project's previously completed environmental review and any commitments that were made, for the purpose of complying with applicable environmental requirements (as specified in 23CFR771 and any equivalent State or local requirements).

The review and approval of design exceptions as a CE must be conducted in accordance with the State DOT-FHWA Stewardship and Oversight Agreement, any State DOT-FHWA CE Agreement, the State DOT's design policies, and FHWA approval standards. Based on past experience, the review of design exceptions must verify they do not involve significant environmental impacts or unusual circumstances (as specified in 23CFR771.117(a)and(b)). The documentation of this information may vary based on the procedures and practices of each agency (i.e., Design Study Reports and Project Fact Sheets).

Federal Highway Administration | 1200 New Jersey Avenue, SE | Washington, DC 20590 |
202-366-4000

ACTION ITEM

DATE: 06-15-20	SUBJECT: MOTION To approve and authorize the execution of Contract Amendment #2 with CDM Smith for the 2020-2045 Metropolitan Transportation Plan Update and FAST Act Compliance Project in order to amend the scope of services to include 10 hours of Travel Demand Model training, for MPO Staff, and increase the fee by \$7,500 from \$364,390.50 to \$371,890.50.
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INITIATED BY: Staff	STAFF SOURCE: Kirby Snideman, MPO Director
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PREVIOUS ACTION:
On 12-18-17, The Policy Committee approved a Motion to accept the ranking for the firms that submitted proposals in response to the Request for Qualification (RFQ) and approved the selection of a professional services provider, and authorized Staff to enter into negotiations. Contract Amendment #2 which authorized additional service to include the development of a new chapter and additional fees of \$29,390.5 was executed on March 31st.

BACKGROUND:

2020-2045 Laredo Metropolitan Transportation Plan and FAST Act Compliance Project
The objective of the project was to update the MTP to conform to state and federal requirements. This included an evaluation of the existing transportation system, public transportation, environmental conditions and transportation needs and developing a financially constrained implementation plan. The project included a land use and socioeconomic conditions forecast element.

CDM Smith was selected to develop the document which was completed and adopted by the Policy Committee in January of 2020.

	<u>Scope</u>	<u>Fee</u>
ORIGINAL CONTRACT	Develop updated MTP document	\$335,000.00
AMENDMENT #1	Create an additional chapter per FHWA request	\$29,391.00
AMENDMENT #2	10 hours TDM training for staff	\$7,500.00
TOTAL		\$371,891.00

TECHNICAL COMMITTEE RECOMMENDATION: Approval	STAFF RECOMMENDATION: Approval
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AMENDMENT 2

Laredo Metropolitan Transportation Plan Update and FAST Act Compliance Project Contract
Between
Laredo Webb County Area
Metropolitan Planning Organization and
CDM Smith

The original contract, dated March 1st, 2018, by and between the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO), formerly identified as the Laredo Urban Transportation Study, and CDM Smith, is hereby amended in the following respects:

Paragraph 1:

Article 1 – CONTRACT PERIOD: is amended to read as follows:

Upon execution of this contract, Consultant shall not proceed with the scope of work outlined under Article II until authorized in writing by the Transportation Planning Director of the LWCAMPO to proceed as provided in Article XXV - Notice To Proceed. This contract shall terminate at the close of business on **December 31st, 2020** unless extended by a written supplemental agreement duly executed by the parties prior to the date of termination, as provided in Article XXVII - Supplemental Agreements, or otherwise terminated as provided by Article XIV - Termination. Any work performed or costs incurred after the date of termination shall be ineligible for reimbursement.

Article III – Paragraph 1– COMPENSATION is amended to read as follows:

The LWCAMPO shall pay up to **\$364,389.50** as compensation for the services to be performed under this contract. In the event of a change in the scope of services, additional complexity or a different character of work from that originally anticipated and authorized by the LWCAMP, the amount may be revised only by written agreement of the parties.

Attachment A – Scope of Services is amended to include Attachment A- entitled 2045 Laredo Metropolitan Transportation Plan Amendment A2- - Model Training which are attached herewith.

Paragraph 2: The parties agree that the foregoing amendments shall be hereinafter considered a part of the contract referred to above and incorporated by reference therein for all purposes. The amendments shall be subject to any and all other provisions of the contract, with the exception of the parts or provisions of the contract which have been modified by this amendment.

AMENDMENT 2

Laredo Metropolitan Transportation Plan Update and FAST Act Compliance Project Contract
Between
Laredo Webb County Area
Metropolitan Planning Organization and
CDM Smith

IN WITNESS WHEREOF, the parties hereto have executed this Amendment 2 on the dates set forth below.

Laredo Webb County Area
Metropolitan Planning Organization

CDM Smith

J. Kirby Snideman

Director

Date: _____

By: Sean P. Tenney

Title: Principal-in-Charge

Date: _____

2045 Laredo Metropolitan Transportation Plan

Amendment A2 – Model Training

This scope of work serves as an additional level of effort for CDM Smith (CONSULTANT) to prepare and deliver ten total hours of training on the Travel Demand Model (TDM), to be configured as five individual two-hour training sessions. Accommodating this schedule will require an extension of the existing contract from June 30, 2020 to December 31, 2020.

A2.1 Project Management

CONSULTANT will develop additional progress reporting and invoicing and coordinate with MPO staff to develop the model training. CONSULTANT will coordinate with internal staff, as needed, to coordinate activities prior to contract expiration.

Deliverables:

- Contract Amendment Execution
- Progress Reporting and Invoicing

A2.2 Develop TDM Training Materials

CONSULTANT will develop five individual TDM training sessions in a format compatible with a video conference. The training sessions will be configured as follows:

Training Session #1 will be an introduction to the model and its processes. Topics to be covered will include the general theory of the model, how the model fits into the MPO planning process, data inputs required from the MPO, and how the MPO can support and use the model. This introductory session will be intended for a non-technical audience and will not require access to the model software, and will not include any hands-on exercises.

Training Session #2 will cover the technical methods used to develop the TDM network inputs for a new base year and a forecast year. Data inputs will include past Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) project lists, aerial imagery, and field data review.

Because the network and the TAZ layer must be compatible, this session will also cover methodologies for reviewing growth areas and possible updates to the TAZ system to conform to the true alignment of newly-constructed roads, updates to accommodate new development to maintain homogeneous TAZs, and updates to accommodate new development to support appropriate TDM traffic loading. TransCAD and Excel spreadsheets will be used for data processing and for cross-checking the results.

Hands-on exercises for this session will include identifying new network, network line layer and data edits, review of the compatibility of the network and TAZ layer, and TAZ polygon layer edits. This training session will require that the MPO have TransCAD version 8.0 installed on their computers.

Training Session #3 will cover the technical methods used to develop the demographic inputs for a new base year and a forecast year. Data inputs will include Census, employment data, aerial imagery, and control totals.

Hands-on exercises for this session will include data estimating, reconciling the different Census and TDM geographies, different methods for adjusting households, population, and the different employment types to the control totals, data formatting for special generators and group quarters, and cross checking. This training session will require that the MPO have TransCAD version 8.0 installed on their computers.

Training Session #4 will cover technical details of Trip Generation, Trip Distribution, and Traffic Assignment and their inputs and outputs. The training will use the Laredo TexPACK model if it is available; otherwise the TxDOT training model or some other MPO model will be used.

This training session will require that the MPO have TransCAD version 8.0 installed on their computers.

Training Session #5 will cover the uses of the model and alternative analyses. It will cover the operation of the TexPACK interface for a base year, forecast year, new interim year, and new testing scenario. The training will use the Laredo TexPACK model if it is available; otherwise the TxDOT training model or some other MPO model will be used.

Hands-on exercises for this session will include defining a test scenario in the TexPACK model interface, running each step of the TDM, and checking results. This training session will require that the MPO have TransCAD version 8.0 installed on their computers.

CONSULTANT will provide a finalized electronic version of the training materials including the TDM files, Excel spreadsheets, and PowerPoint presentations.

Deliverables:

- Agenda for each training session
- PowerPoint presentations for each training session
- Test TransCAD network and TAZ layers for training
- Test demographics spreadsheets

A2.3 Video Training Sessions

CONSULTANT will conduct the five training sessions, each up to two hours, with hands-on exercises as individual video conferences using MS Teams or other platform provided by the MPO. This scope does not include any cost for the video conference platform. Each training session will be recorded if the selected platform supports it, and the recordings will be deliverables.

The dates for each session will be scheduled by the MPO, and attendees will be designated at the MPO's discretion. All five sessions are planned as video conferences, so no travel or in-person training is anticipated.

Deliverables:

- Five video conference training sessions
- Recordings of the five training sessions, if supported by the video conference platform selected by the MPO

Fees

The total fees for preparing and conducting these training sessions will be \$7,500

Schedule

The schedule for preparing and conducting these training sessions will be from June 15, 2020 through December 2020. The MPO will define the schedule for each training session.

G. Discussion with possible action on Hachar-Reuthinger.

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

A. Report by TxDOT on the status of on-going projects.

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

Angelica Quijano

From: Antonio Rodriguez <anrodriguez@HNTB.com>
Sent: Monday, June 8, 2020 9:36 PM
To: Vanessa Guerra; Kirby Snideman; Angelica Quijano
Cc: Douglas Howland; Richard Ridings; Carlos Lopez; Melisa Montemayor; Jed Brown
Subject: MPO Meeting (June 15, 2020)

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

Team, below is the WCCL RMA report for the month of June.

1. Killam Industrial Blvd. Turn Lanes – 100% Design completed and submitted to TxDOT on 5/14/20. Project has been submitted with the IH 69W/ FM 1472 Project to Division for review and final comments. Letting of the project is planned for August 2020. Construction is anticipated for November 2020.
2. Los Presidentes (Cuatro Vientos to Concord Hills) – Design is ongoing. 95% Design submittal is anticipated for June 2020. The Acceleration/ Deceleration Lanes for Cuatro Vientos 30% Design submittal was received in May 2020. Comments to be released in June 2020. Anticipated letting of the project is scheduled for August/ September 2020.
3. Vallecillo Road – WCCL RMA has completed preliminary surveying on the proposed project alignment.
4. WCCL RMA is developing an agenda for the next Board Meeting. The Board meeting is tentatively scheduled for June/ July 2020.

If you have any other questions, please let us know. I hope you have a great day.

Thanks.

Antonio Rodriguez, PE

WCCL RMA GEC Deputy Program Manager
Cell: 512-500-0382

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.