# *Laredo Urban Transportation Study*

**Metropolitan Planning Organization Policy Committee**

**Notice of Public Meeting**

**City of Laredo City Hall**
**City Council Chambers**
**1110 Houston Street**
**Laredo, Texas**
**June 18, 2018**
**1:30 p.m.**



MEETING AGENDA

I. CHAIRPERSON TO CALL MEETING TO ORDER

II. CHAIRPERSON TO CALL ROLL

III. CITIZEN COMMENT

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

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on May 21, 2018.

B. Receive public testimony and approve Resolution No. MPO 2018-04, adopting the proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP):

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

2. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary; and,
Figure 12-1, entitled Roadway and Bicycle/Pedestrian Projects; and,
Table 12-11, entitled Roadway Projects; and,

Figure 13-1, entitled Natural Resources and Federally Funded Projects; and,
Figure 13-2, entitled Cultural Resources and Federally Funded Projects; and,
Figure 13-3, entitled Low Income Areas, and Federally Funded Projects; and,
Table 13-1, entitled Federally Funded Projects Environmental Assessment Results; and,
Table 13-3, entitled Federally Funded Projects and Environmental Justice Populations; and,
Figure 13-4 entitled Colonias and Federally Funded Projects, as necessary to incorporate the following revisions:

a. ***Adding*** project CSJ 0922-33-178 for the construction of the Inspection Booths on the World Trade Bridge, with an estimated construction cost of $12,067,384. Estimated letting date is FY 2021.

C. Receive public testimony and initiate a 20 day public review and comment period for the draft 2019 Unified Planning Work Program (UPWP).

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

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

1. Report on the funding and schedule for the Hachar-Reuthinger Road project.

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

A. Presentation by Stephen Ratke of Federal Highway Administration (FHWA) on Vision Zero.

B. Presentation by Jay B. Crossley of Farm and City on Vision Zero efforts in cities and MPO's across Texas and elsewhere.

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

D. Status report by City Engineering on the Calton Grade Separation Project.

E. Presentation by Transit, El Metro on revenue sources available for financing currently unfunded transit needs, especially buses.

F. Status report on TxDOT/MPO meeting to discuss possible strategies for corridor preservation.

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

VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY JUNE 15, 2018, BY 1:30 P.M.

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

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

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

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

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

**CITY OF LAREDO REPRESENTATIVES:**

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

**LAREDO MASS TRANSIT BOARD REPRESENTATIVE:**

Honorable Roberto Balli, City Councilmember, District VIII

**COUNTY OF WEBB REPRESENTATIVES:**

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

**STATE REPRESENTATIVES:**

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

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

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

G Quijano (for)
Nathan R. Bratton
MPO Director

Angelica Crispe
for Jose A. Valdez, Jr.
City Secretary

# *Laredo Urban Transportation Study*

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

## MINUTES OF THE MAY 21, 2018 MEETING

**Regular members present:**

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina, Webb County Judge
Honorable George Altgelt, City Councilmember, District VII (arrived at 1:36 p.m.)
Honorable Charlie San Miguel, City Councilmember, District VI (arrived at 2:02 p.m.)
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1(arrived at 1:40 p.m.)
David M. Salazar, Jr., District Engineer
Melisa Montemayor, TxDOT District Administrator

**Regular members not present:**

Honorable Roberto Balli, City Councilmember, District VIII

**Ex-Officio Members Not Present:**

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

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

| | |
|---|---|
| City: | Vanessa Guerra, City Planning/LUTS Staff<br>Angie Quijano, City Planning/LUTS Staff<br>Eduardo Bernal, Transit, El Metro |
| State: | Sara Garza, TxDOT<br>Mike Graham, TxDOT<br>Ana Duncan, TxDOT<br>Carlos Rodriguez, TxDOT<br>Janece Quiroz, TxDOT<br>Danny Magee, TxDOT |
| County: | Luis Perez Garcia, Webb County Engineering |
| Others: | Antonio Rodriguez, HNTB, Inc. |

Charlie Martens

## I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Pete Saenz called me the meeting to order at 1:34 p.m.

## II. CHAIRPERSON TO CALL ROLL

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

## III. CITIZEN COMMENT

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

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

Charlie Martens, citizen, requested a status report on the plan for the outer loop.

David Salazar, TxDOT, stated TxDOT was working toward developing a schematic. He stated that was the first step toward construction of the outer loop.

Melisa Montemayor, TxDOT, stated the preliminary alignment was developed approximately ten years ago and now TxDOT would have to reassess if that alignment was still valid. She stated that once funds become available, TxDOT may move forward with one or multiple sections of the outer loop.

Mayor Saenz requested that an agenda item be placed every month regarding the status of outer loop project.

## IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

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

CM. Galo made a motion to **approve** the minutes of April 16, 2018.

| | |
|---|---|
| Second: | CM. Altgelt |
| For: | 6 |
| Against: | 0 |

Abstained: 0

Motion carried unanimously

CM. Gonzalez joined the meeting at 1:40 p.m.

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

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

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

Motion carried unanimously

CM. Gonzalez joined the meeting at 1:40 p.m.

Ms. Guerra gave a brief presentation on the proposed item.

CM. Altgelt requested a status update for the Calton Grade Separation project.

Ms. Guerra stated the City Engineering Department would be able to give said update.

CM. Altget made a motion to **direct** MPO Staff to have City Engineering Department present a status report on the Calton Grade Separation project during the next MPO meeting including the specifics on any delays associated with the project.

Second: Mayor Saenz
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

CM. Algelt requested a status update on the Hachar project.

Luis Perez Garcia, Webb County Engineering, stated the Hachar portion was the City portion of the project. He stated the engineering firm is the same firm that the County selected for the Reuthinger portion. He stated he could not give any more information on the Hachar portion because it was a City project.

CM. Altgelt made a motion to **direct** MPO Staff to provide a status update on the Hachar portion of the project, including factors precipitating its delay till 2011.

Second: CM. Galo
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

CM. Galo made a motion directing the development of a cheat sheet detailing the specifics of all TIP projects including the project status. Said document would be required to be updated constantly.

Second: CM. Altgelt
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

CM. Altgelt made a motion to **bring up** item IV-F.

Second: CM. Galo
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

## IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

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

Luis Perez Garcia, County Engineer, stated the Reuthinger portion was on schedule, which was previously provided to the committee. He stated the selected consultant provided the County with their proposal. TxDOT has been provided with the proposed contract and are in the process of reviewing said document. He stated the County's Purchasing Department had provided TxDOT with the selection process used during the selection of the consultant. He also expected TxDOT to return the reviewed contracts so the County could execute the final contract with the consultant, Dannenbaum Engineering.

CM. Algelt inquired on the time frame for TxDOT to review the negotiated contract.

Melisa Montemayor, TxDOT, stated TxDOT would give an update as soon as they have it.

Mr. Perez Garcia stated the next phase would be the design phase followed by the construction phase.

Ms. Montemayor stated the Reuthinger portion was not financed for construction. She stated at the moment, it has $300,000 of Coordinated Border Infrastructure (CBI) funds for the schematic and environmental phase. She stated the County was overseeing that portion of the project. She stated construction funds have not been identified.

Mayor Saenz requested to have an agenda item placed on the next meeting to discuss the financing components of the Hachar-Reuthinger project.

CM. San Miguel joined the meeting at 2:02 p.m.

CM. Galo asked for a status report on the R.O.W. acquisition for the Jacaman project.

Ms. Montemayor stated TxDOT was moving forward on the R.O.W. acquisition. She stated R.O.W. division had a consultant on board. She also stated TxDOT was actively engaging in meeting with the affected property owners. The R.O.W. required was located at the UISD food kitchen, the Armory, and the airport. She stated TxDOT had still not had confirmation from their R.O.W. division if the acquisition would be approved.

CM. Galo asked if there was a possibility that the Del Mar project could be constructed first.

Mrs. Montemayor stated Del Mar had dedicated funding but the funding was not currently available. Del Mar is programmed to be funded.

CM. Galo asked if Del Mar was ready, can the funds for Jacaman be used for Del Mar instead.

Judge Tijerina asked if projects could be added to the TIP. He would be interested in adding the Outer Loop Alignment to the TIP.

Mrs. Montemayor said yes and said the Outer Loop was already added to the Metropolitan Transportation Plan (MTP).

Cm. Gonzalez also stated that signage would also help that area.

CM. Altgelt made a motion to have representatives from City Engineering, Traffic Safety, and R.O.W. Real Estate departments be present at every MPO monthly meeting.

Second: Cm. Galo

For: 8
Against: 0
Abstained: 0

Motion carried unanimously

Danny Magee, TxDOT, stated TxDOT had been working with City Traffic on signage and meeting with City Traffic department every 2 weeks. The signs that CM. Gonzalez inquired on had already been ordered.

CM. Galo asked whether a signal at the entrance of Henry Cuellar Boulevard was feasible.

Mr. Magee stated he would need to check the proximity of the signal that was already in that area.

CM. Altgelt asked for Ms. Guerra to review the TIP items as they are relevant to active transportation and Mass Transit.

Ms. Guerra stated transit had programmed 12 projects in the four year TIP with approximately funding of $16,000,000, a year.

Eddie Bernal, El Metro, gave a brief presentation on the transit projects from the 2019-2022 TIP.

CM. Algelt requested that Transit give a presentation on revenue sources available for financing currently unfunded transit needs, especially, new buses.

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

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

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

Second: Cm. San Miguel
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

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

Antonio Rodriguez, HNTB, Inc., stated the RMA passed a draft Memorandum of Understanding (MOU). He stated after discussions with TxDOT and the MPO, an MOU was not needed. An Advance Funding Agreement (AFA) between TxDOT and the RMA was needed for the release of the funds.

CM. Galo stepped out of the meeting at 2:37 p.m.

CM. Altgelt made a motion to change the MOU to an AFA between the RMA and TxDOT for the release of the funds for the Transportation Planning Study.

| | |
|---|---|
| Second: | Judge Tijerrina |
| For: | 7 |
| Against: | 0 |
| Abstained: | 0 |

Motion carried unanimously

CM. Galo stepped back into the meeting at 2:40 p.m.

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

No action was taken on this item.

Mayor Saenz sated that he would follow up with Mr. Albert Muller regarding the project.

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

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

David Salazar, TxDOT, stated he would meet with Mr. Bratton to provide him information on a variety of options for corridor preservation including visiting with other MPO's.

Mayor Saenz requested this agenda item to be placed at the next MPO meeting as well as an update on the meeting between TxDOT and Mr. Bratton on corridor preservation.

## VI. ADJOURNMENT

CM. Galo made a motion to **adjourn** the meeting at 3:14 p.m.

| | |
|---|---|
| Second: | CM. Altgelt |
| For: | 7 |
| Against: | 0 |
| Abstained: | 0 |

Motion carried unanimously

Nathan R. Bratton,
MPO Director

Pete Saenz, Mayor and LUTS
Chairperson

**LAREDO URBAN TRANSPORTATION STUDY**
**ACTION ITEM**

| **DATE:** 06-21-18 | **SUBJECT:** MOTION<br>Receive public testimony and approve Resolution No. MPO 2018-04, adopting the proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP):<br><br>1. Amending Chapters 1-13, as indicated in attached Exhibits A and B to achieve compliance with the Fixing America's Surface Transportation Act (FAST Act).<br>2. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary; and, Figure 12-1, entitled Roadway and Bicycle/Pedestrian Projects, Table 12-11, entitled Roadway Projects; and, Figure 13-1, entitled Natural Resources and Federally Funded Projects; and, Figure 13-2, entitled Cultural Resources and Federally Funded Projects; and, Figure 13-3, entitled Low Income Areas and Federally Funded Projects; and, Table 13-1, entitled Federally Funded Projects Environmental Assessment Results; and, Table 13-3, entitled Federally Funded Projects and Environmental Justice Populations; and, Figure 13-4 entitled Colonias and Federally Funded Projects, as necessary to incorporate the following revisions:<br><br>a. ***Adding*** project CSJ 0922-33-178 for the construction of inspection booths at the World Trade Bridge, with an estimated construction cost is $12,067,384. Estimated letting date FY 2021.<br><br>MTP 15-40/REV 09 |
|---|---|

| | |
|---|---|
| **INITIATED BY:** TXDOT | **STAFF SOURCE:** Nathan Bratton, MPO Director |
| **COMMITTEE RECOMMENDATION:** Approval | **STAFF RECOMMENDATION:** Approval. |

**PREVIOUS ACTION:**
On December 15, 2014 the Policy Committee adopted the 2015-2040 Metropolitan Transportation Plan (MTP). The Policy Committee approved revision #1of the MTP on April 20, 2015. On October 19, 2015 the Policy Committee approved revision #2. On March 21, 2016, the Policy Committee approved revision #3 and also approved a ten day public review and comment period for revision #4. On December 21, 2015, the Policy Committee approve the allocation of 4.482 million dollars in Proposition 1, Category 2 (MPO) funds to the project identified as CSJ 2150-04-067 for the widening of pavement to provide additional travel lanes on FM 1472 (Mines Road) from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard with an estimated letting date of August 2016. On June 20th, 2016, the Policy Committee approved the initiation of a 10 day public review and comment period for the proposed MTP revisions. On July 18th, 2016, the Policy Committee approved revision #5 of the MTP. Revision #6 was approved on October 17, 2016. On March 20th, 2017, the Policy Committee initiated a 10 day public review and comment period, which was subsequently adopted on April 17th, 2017. On July 17, 2017, the Policy Committee approved a ten day public review and comment period for revision #8, which was also subsequently adopted on August 2, 2017. On May 21, 2018, the Policy Committee approved a ten day public review and comment period for revision #9.

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

The Fixing America's Surface Transportation Act, or FAST Act, was signed into law by President Obama on December 4, 2015. The bill funds surface transportation programs at over $305 billion for fiscal years 2016 through 2020. The emergence of the FAST Act does not represent an abandonment of the programs and planning requirements established under MAP-21, the previous federal transportation bill. In fact, the FAST Act maintains the provisions from MAP-21 with minor revisions and additional requirements.

The existing Laredo 2015-2040 MTP must be updated to bring the document into compliance with the new FAST Act requirements. The outline for the required updates is organized by Chapter and Section.

*See attachments for full details of all proposed revisions.*

| | |
|---|---|
| **COMMITTEE RECOMMENDATION:** Approval | **STAFF RECOMMENDATION:** Approval. |

**RESOLUTION NO. MPO 2018-04**

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

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

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

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

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

We certify that the above resolution was adopted on June 18, 2018 at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

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

Nathan Bratton
MPO Director

David M. Salazar,
TxDOT, District Engineer

# Laredo 2045 MTP Update & FAST Act Compliance Project

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

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

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

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

## Chapter 1: Planning Context

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

### *MPO Structure*

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

### Legislative Mandates

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

### Transportation Planning Factors

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

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

### Development and Content of the Metropolitan Transportation Plan

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

### *Consistency with State Plans*

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

***Strategic Plan (2013-2017)***

Updated reference to the Strategic Plan for 2017-2021.

***Texas Strategic Highway Plan (SHSP)***

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

***Report on Texas Bridges (as of September 2012)***

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

***Unified Transportation Program (UTP)***

Updated reference and image to Unified Transportation Program for 2018.

***(NEW) Texas Freight Mobility Plan***

Reference to the 2017 Texas Freight Mobility Plan was added.

## Other Related Plans

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

## MTP Planning Process

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

## (NEW) Performance Measures

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

## MTP Overview

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

## Chapter 2: Regional Context

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

## Chapter 3: Socioeconomic Data

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

## Chapter 4: Public Participation

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

### Planning Context

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

## Chapter 5: Roadways

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

### *National Highway System*

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

### *(NEW) National Freight Highway Network*

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

### *(NEW) National Multimodal Freight Network*

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

### Best Practices and Strategies for Roadway Improvements

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

### *(NEW) Resiliency and Reliability*

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

### Crash Data

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

### Best Practices and Strategies for Roadway Improvements

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

### *Travel Demand Management*

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

### *Land Use and Urban Design Considerations*

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

### (NEW) Travel and Tourism

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

## Chapter 6: Public Transportation

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

### *Service Performance Measures*

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

### *Greyhound*

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

### System Preservation and Maintenance

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

### Land Use and Development Considerations

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

## Chapter 7: Bicycle and Pedestrian

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

### Bicyclist and Pedestrian Safety Projects

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

## Chapter 8: Airport

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

### Proposed Strategies

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

### Accessibility

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

## Chapter 9: Freight and Goods Movement

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

### Congressional High Priority Corridors

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

#### *Highway Network*

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

#### *Railroad Network*

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

### Texas Freight Mobility Plan Listening Session

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

## Chapter 10: Congestion Management Process

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

### *Identification of Strategies*

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

## Chapter 11: Safety and Security

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

### Introduction

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

### *Federal Highway Administration*

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

### *State Agencies – Texas Department of Transportation*

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

### Regional and Local Agencies – Webb County

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

### City of Laredo Plan – Emergency Management Plan

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

## Chapter 12: Financial Plan and Recommended Planned Improvements

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

### Funding Sources

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

### Roadway and Bicycle/Pedestrian Funding Source

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

## Chapter 13: Benefits, Impacts, and Next Steps

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

### *Benefits and Impacts*

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

### *Economic Benefits*

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

### *Environmental Assessment*

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

### *Environmental Mitigation Activities*

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

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

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

*Figure 12-1: Roadway and Bicycle and Pedestrian Projects*

## 0092-33-178 WORLD TRADE BRIDGE

**Description: the construction of inspection booths at world trade bridge.**

**Letting Year:** 2021
**Total Project Cost (2014 Dollars):** $9,612,067
**YOE Cost**: $12,067,384
**Programmed Amount:**
Category 10: $12,067,384

**Other Amount:** $0
**Funding:** Federally funded
**Environmental Impacts and Environmental Justice:**
The project is not close to 100-year flood plains, low income areas, or cultural resources.

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

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

| Cat | CSJ No./ID | Roadway | Limits | Description | Letting Year | Project Cost: Total Project Cost (in 2014 dollars) | Project Cost: Year of Expenditure Cost | Projected Revenue: Federal Revenue | Projected Revenue: Other Revenue(RMA and Local Sources) |
|---|---|---|---|---|---|---|---|---|---|
| 11 | 0922-00-056 | VA | Districtwide | Upgrade bridge rail and MBGF | 2016 | $3,089,177 | $3,341,254 | $2,500,000 | $841,254 |
| Local | 0922-33-165 | Hachar Parkway | FM 1472 to 0.1 m. E. of Beltway Parkway | Schematic, environmental for 5.07 miles of 5 lane rural roadway | 2016 | $1,016,063 | $1,016,063 | $0 | $1,016,562 |
| 10 (CBI) | 0922-33-166 | Hachar Parkway | 0.1 m. E. of Beltway Parkway to IH 35 | Schematic, environmental, and preliminary engineering for a 5 lane rural roadway. | 2016 | $300,000 | $300,000 | $300,000 | $60,000 |
| Prop 1 (Cat 2) and 7 | 2150-04-067 | FM 1472 (Mines Rd.) | Killam Industrial Blvd to 0.3 miles north of Mueller Blvd. | Construct one additional northbound travel lane, and the design and partial reconstruction of the existing outside lane. | 2016 | $5,782,000 | $5,782,000 | $1,300,000 | $0 |
| 2, 7, 12 | 1/0086-14-065 | Loop 20 | At IH 35 | Construct overpass and approach roadways | 2017 | $22,727,143 | $25,564,945 | $25,564,945 | $0 |
| 8 | 0922-33-152 | McPherson Rd | At Calton Rd | Install raised median | 2017 | $231,362 | $260,251 | $203,829 | $56,422 |
| 8 | 0922-33-153 | McPherson Rd | At Del Mar Blvd | Install raised median and add right turn lane | 2017 | $573,721 | $645,358 | $505,445 | $139,913 |
| 8 | 0922-33-154 | McPherson Rd | At International Blvd | Install raised median | 2017 | $347,446 | $390,830 | $306,098 | $84,732 |
| 9 | E-02 | Manadas Creek Hike and Bike Trail, Phase IV | McPherson Rd to North Central Park | Construct hike and bike trail | 2017 | $335,305 | $377,172 | $377,172 | $0 |
| 11 | 0922-33-149 | Chacon Creek | Eastwoods Park to US 59 | Construction of a pedestrian trail at Chacon Creek in Laredo (Phase 3) | 2017 | $1,786,746 | $2,009,846 | $1,410,000 | $599,846 |
| 9, local | 0922-33-170 | Zacated Creek Hike and Bike Trail | Zacate Creek | Design and construction of hike and bike trail. | 2017 | 1,250,000* | $1,416,278 | $1,000,000 | $250,000 |
| 7 | 0922-33-175 | Hachar Parkway | FM 1472 to IH 35 | PS&E and Row mapping for 5 lane rural road | 2017 | $1,452,866 | $1,634,277 | $1,307,421 | $326,855 |

| Cat | CSJ No./ID | Roadway | Limits | Description | Letting Year | Project Cost: Total Project Cost (in 2014 dollars) | Project Cost: Year of Expenditure Cost | Projected Revenue: Federal Revenue | Projected Revenue: Other Revenue(RMA and Local Sources) |
|---|---|---|---|---|---|---|---|---|---|
| 10-CBI | 0922-14-081 | IH 35 | IH 35 and Loop 20 | ITS for interchange facility over IH35 | 2017 | $924,556 | $1,040,000 | $800,000 | $240,000 |
| 2, 7 | 3 | Loop 20 | At IH 35 | Construct ramps from IH 35 southbound to Loop 20 eastbound, and from Loop 20 westbound to IH 35 southbound | 2018 | $44,200,000 | $51,707,748 | $9,276,602 | $42,431,146 |
| 9 | E-03 | Manadas Creek Hike and Bike Trail, Phase V | IH 35 to McPherson Rd | Construct hike and bike trail | 2018 | $654,910 | $766,152 | $766,152 | $0 |
| ~~7~~ | ~~0922-33-165~~ | ~~Hachar Parkway~~ | ~~FM 1472 to 0.1 m. E. of Beltway Parkway~~ | ~~Construction of 5.07 miles of 5 lane rural roadway~~ | ~~2018~~ | ~~$33,060,222~~ | ~~$41,831,728~~ | ~~$21,437,521~~ | ~~$20,394,207~~ |
| 9 | E-04 | Manadas Creek Hike and Bike Trail, Phase VI | Rio Grande River NW of water treatment plant | Construct hike and bike trail | 2019 | $746,471 | $908,196 | $908,196 | $0 |
| 11 | 0922-00-951 | VA | Districtwide | Upgrade bridge rail and MBGF | 2019 | $3,089,178 | $3,758,457 | $2,500,000 | $1,258,457 |
| 4 | 0018-06-183 | IH 35 | .5 miles S. of US59-SL20 to .5 miles east of IH35/US59-SL20 | Construct direct connector interchange (DC#5) | 2019 | $30,412,668 | $34,637,499 | $31,173,749 | $3,463,750 |
| 10 | 0922-33-093 | Calton Rd | Santa Maria Ave | Construct overpass | 2019 | $18,464,190 | $21,249,609 | $11,499,829 | $9,749,780 |
| 10 | 0922-33-076 | At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr | | Re-align intersection | 2019 | $2,761,130 | $1,987,857 | $1,098,378 | $889,479 |
| 9 | 0922-33-177 (prev. 0922-33-900) | MSC | Anna Park to LCC campus | River Vega Hike and Bike Trail | 2019 | $797,766 | $970,604 | $652,638 | $317,966 |
| 7, 10 | 4/0086-14-072 | Loop 20 | International Blvd to US 59 | Upgrade to interstate standards | 2020 | $101,058,139 | $175,000,000 | $6,897,669 | $168,102,331 |
| 11 | 0922-00-953 | VA | Districtwide | Upgrade bridge rail and MBGF | 2020 | $3,089,177 | $3,908,795 | $2,500,000 | $1,408,795 |
| ~~2,12~~ | ~~0086-14-078~~ | ~~US 59~~ | ~~.5 miles N of Jacaman to .5 miles S of Jacaman~~ | ~~Construct interchange~~ | ~~2020~~ | ~~$23,539,285~~ | ~~$30,976,093~~ | ~~$2,153,139~~ | ~~$28,822,954~~ |
| 2,12 | 0086-14-078 | US 59 | .5 miles N of Jacaman to .5 miles S of Jacaman | Construct interchange | 2021 | $19,962,291 | $22,438,723 | $17,950,979 | $4,487,744 |

| Cat | CSJ No./ID | Roadway | Limits | Description | Letting Year | Project Cost: Total Project Cost (in 2014 dollars) | Project Cost: Year of Expenditure Cost | Projected Revenue: Federal Revenue | Projected Revenue: Other Revenue(RMA and Local Sources) |
|---|---|---|---|---|---|---|---|---|---|
| 7 | 0922-33-165 | Hachar Parkway | FM 1472 to 0.1 m. E. of Beltway Parkway | Prel. Eng./Construction of 5.07 miles of 5 lane rural roadway | 2021 | $26,077,429 | $32,339,796 | $25,871,837 | $6,467,959 |
| 10 | 0922-33-178 | World Trade Bridge (Insp. Booths) | World Trade Bridge | | 2021 | $9,612,067 | $12,067,384 | $9,653,907 | $2,413,477 |
| ~~2~~ | ~~0086-14-075~~ | | ~~0.5 mi. S. of Del Mar to 0.5 mi. N. of Del Mar~~ | ~~Construct grade separation~~ | ~~2021~~ | ~~$21,336,934~~ | ~~$28,077,950~~ | ~~$16,397,181~~ | ~~$11,680,769~~ |
| RMA (local) | X-10 | Vallecillo Rd. | FM 1472 to IH 35 | Schematic and environmental for contruction of 5 lane roadway | 2021 | $266,699 | $300,000 | $0 | $300,000 |
| 11 | 0922-00-955 | VA | Districtwide | Upgrade bridge rail and MBGF | 2021 | $3,089,178 | $4,065,147 | $2,500,000 | $1,565,147 |
| 1, 2,4,12 | 0018-06-136 | IH 35 | Shiloh Dr. to.25 m N. of US 59/IH 69W | Widen mainlanes and construct overpass | 2021 | $54,742,802 | $67,435,054 | $53,948,043 | $13,487,011 |
| ~~4~~ | ~~0018-05-089~~ | ~~IH 35~~ | ~~0.5 miles S. of Uniroyal Interchange to 1.0 N. of Uniroyal interchange~~ | ~~Replacement of existing bridge~~ | ~~2021~~ | ~~$79,348,894~~ | ~~$104,417,731~~ | ~~$58,500,000~~ | ~~$45,917,731~~ |
| 4 | 0018-05-089 | IH 35 | 0.5 miles S. of Uniroyal Interchange to 1.0 N. of Uniroyal Interchange | Replacement of existing bridge | 2022 | $62,293,851 | $83,477,632 | $75,129,869 | $8,347,763 |
| 2 | 0086-14-075 | US 59 | 0.5 mi. S. of Del Mar to 0.5 mi. N. of Del Mar | Construct interchange | 2022 | $23,957,067 | $30,692,033 | $24,553,627 | $6,138,406 |
| 2 | 0086-14-079 | US 59 | 0.5 mi. S. of University to 0.5 mi. N of University | construct grade separation | 2022 | $16,750,065 | $21,458,953 | $17,167,162 | $4,291,791 |
| 11 | 0922-00-960 | VA | Districtwide | Upgrade bridge rail and MBGF | 2022 | $3,089,178 | $4,227,753 | $2,500,000 | $1,727,753 |
| 2 | 0086-14-076 | US 59 | 0.5 mi. S. of Shiloh Rd to 0.5 mi. N. of Shiloh Rd. | Construct interchange | 2022 | $21,372,487 | $27,380,859 | $21,904,688 | $5,476,172 |
| ~~2~~ | ~~0086-14-076~~ | ~~US 59~~ | ~~0.5 mi. S. of Shiloh Rd to 0.5 mi. N. of Shiloh Rd.~~ | ~~Construct grade seperation~~ | ~~2023~~ | ~~$24,000,574~~ | ~~$34,160,300~~ | ~~$14,831,770~~ | ~~$19,328,530~~ |
| 11 | 0922-00-970 | VA | Districtwide | Upgrade bridge rail and MBGF | 2023 | $3,089,178 | $4,396,863 | $2,500,000 | $1,896,863 |

| Cat | CSJ No./ID | Roadway | Limits | Description | Letting Year | Project Cost | | Projected Revenue | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | Total Project Cost (in 2014 dollars) | Year of Expenditure Cost | Federal Revenue | Other Revenue(RMA and Local Sources) |
| 7 | 0922-33-166 | Hachar Parkway | 0.1 m. E. of Beltway Parkway to IH 35 | Construction of 5 lane rural road | 2023 | $24,190,742 | $34,430,969 | $17,152,535 | $17,278,434 |
| 2/Prop1 | 0086-14-077 | US 59 | International Airport | Construct interchange | 2024 | $14,947,015 | $22,125,233 | $12,306,676 | $9,818,557 |
| 7 | X-06 | IH 35 | At Loop 20 | Construct ramp from Loop 20 Westbound to IH 35 Northbound | 2037 | $35,520,000 | $87,546,696 | $7,454,863 | $80,091,833 |
| 7 | X-09 | IH 35 | At Loop 20 | Construct ramp from Loop 20 Eastbound to IH 35 Southbound | 2039 | $35,520,000 | $94,690,506 | $7,454,863 | $87,235,643 |
| | | | Total | | | $868,804,609 | $1,222,021,229 | $558,582,987 | $665,180,109 |

*Figure 13-1: Natural Resources and Federally Funded Projects*

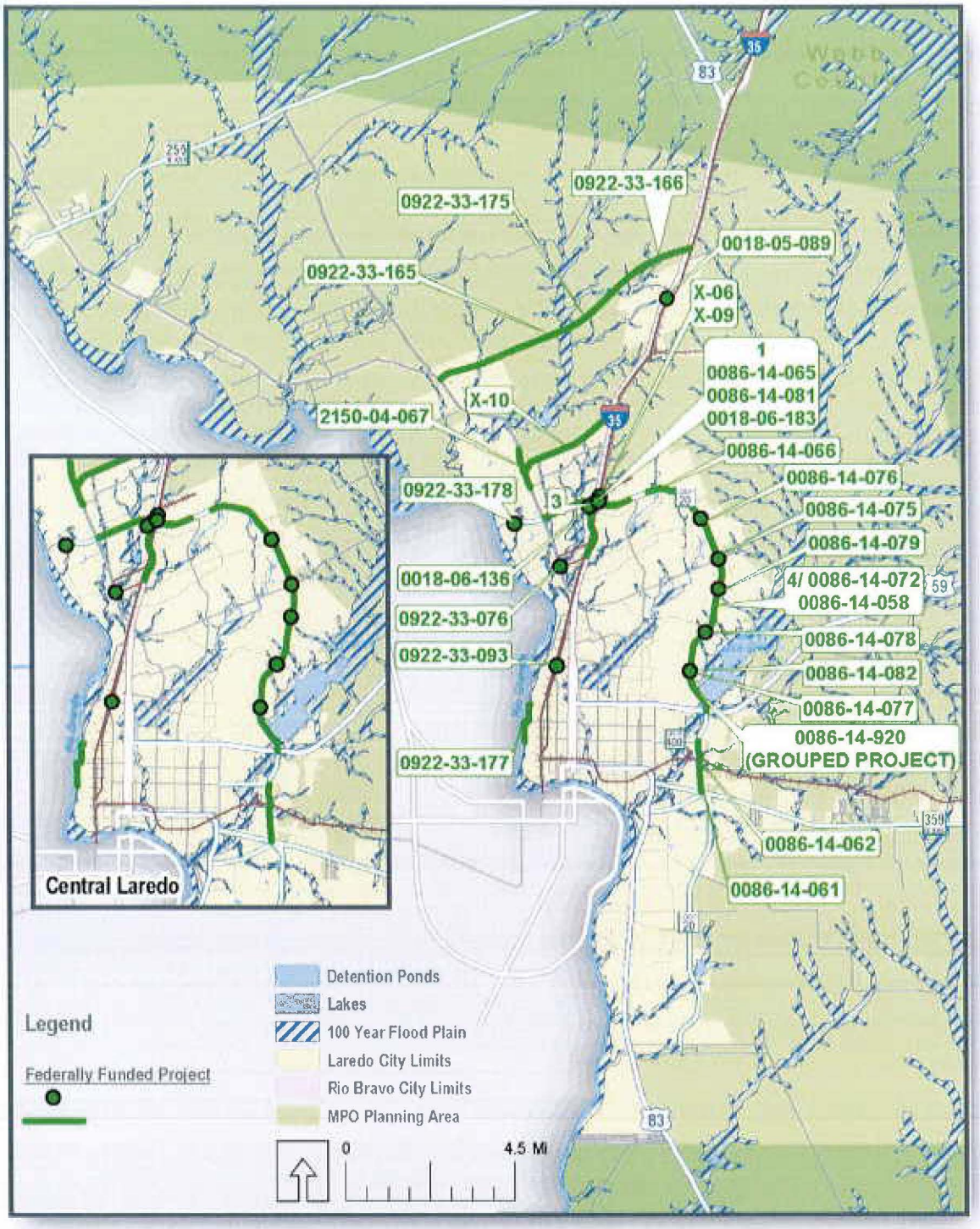


*Figure 13-2: Cultural Resources and Federally Funded Projects*

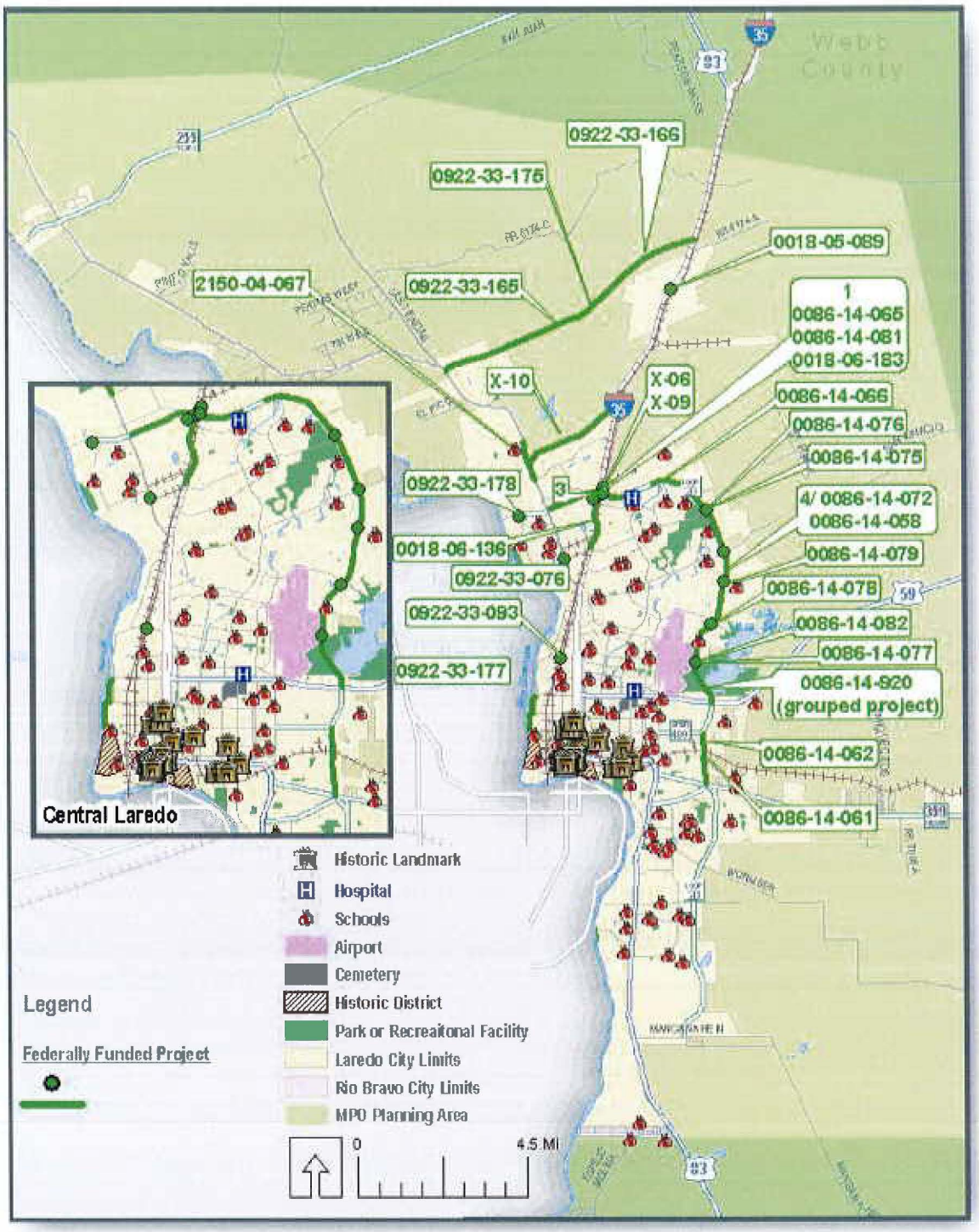


*Table 13-1: Federally Funded Projects Environmental Assessment Results*

| ID | Roadway | Buffer Distance (Ft) | 100-YR Flood Plain | Water Bodies | Airport | Cemetery | Historic Site | Medical Facility | Park and Rec. Facility | School |
|---|---|---|---|---|---|---|---|---|---|---|
| 0086-14-061 | Loop 20 | 400 | ☑ | | | | | | | |
| 1, 0086-14-065 | Loop 20 | 500 | ☑ | | | | | | | |
| 0086-14-066 | Loop 20 | 500 | ☑ | ☑ | | | | | | |
| 3 | Loop 20 | 500 | ☑ | | | | | | | |
| 4, 0086-14-072, 0086-14-058 | Loop 20 | 400 | ☑ | ☑ | ☑ | | | | ☑ | ☑ |
| X-06 | IH 35 at Loop 20 | 500 | ☑ | | | | | | | |
| X-09 | IH 35 at Loop 20 | 500 | ☑ | | | | | | | |
| 0922-33-076 | City Street | 500 | ☑ | | | | | | | |
| 0922-33-093 | City Street | 500 | | | | | | | | |
| 0086-14-062 | Loop 20 | 400 | ☑ | | | | | | | |
| 2150-04-067 | FM 1472 | 400 | | | | | | | | |
| 0922-33-165 | Hachar Parkway | 400 | ☑ | | | | | | | |
| 0922-33-166 | Hachar Parkway | 400 | ☑ | | | | | | | |
| 0922-33-175 | Hachar Parkway | 400 | ☑ | | | | | | | |
| 0086-14-077 | Loop 20 | 500 | | | ☑ | | | | | |
| 0086-14-078 | Loop 20 | 500 | | | | | | | | |
| 0086-14-082 | Loop 20 | 400 | ☑ | | ☑ | | | | | |
| 0086-14-920 (Grouped Project) | Loop 20 | 400 | ☑ | ☑ | ☑ | | | | | |
| 0018-05-089 | IH 35 | 400 | | | | | | | | |
| 0018-06-136 | IH 35 | 400 | ☑ | | | | | | | |
| 0018-06-183 | IH 35 at Loop 20 | 400 | ☑ | | | | | | | |
| 0922-33-177 | Anna St | 500 | ☑ | | | | | | | |
| 0086-14-075 | Loop 20 | 500 | | | | | | | | |
| 0086-14-076 | Loop 20 | 500 | | | | | | | | |
| 0086-14-079 | Loop 20 | 500 | | | | | | | | |
| 0922-33-178 | World Trade Bridge | 400 | | | | | | | | |

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

As part of this transportation plan update, 2012 data by Census tract from the U.S. Census Bureau was used to identify the geographic distribution of low-income populations. Because the Laredo region is predominantly Hispanic, locally identified colonias were also used for the environmental justice assessment. Within Texas, colonias are defined as economically distressed residential areas located in unincorporated land along the US-Mexico border, often lacking basic public infrastructure, including potable water, sewer systems, electricity, paved roads, and safe and sanitary housing. Residents of colonias are mostly low-income individuals seeking access to affordable living accommodations.

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

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

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

| ID | Roadway | Limits | Buffer Distance (Ft) | Low Income Census Tract | Colonia |
|---|---|---|---|---|---|
| 0086-14-061 | Loop 20 | Clark Blvd to SH 359 | 400 | ☑ | |
| 0086-14-062 | Loop 20 | Clark Blvd to SH 359 | 400 | ☑ | |
| 1, 0086-14-065, 0086-14-081 | Loop 20 | At IH 35 | 500 | | |
| 0086-14-066 | Loop 20 | At International Blvd | 500 | | |
| 3 | Loop 20 | At IH 35 | 500 | | |
| 4, 0086-14-950, 0086-14-058 | Loop 20 | International Blvd to US 59 | 400 | | |
| X-06 | IH 35 | At Loop 20 | 500 | | |
| X-09 | IH 35 | At Loop 20 | 500 | | |
| 0922-33-076 | City Street | At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr | 500 | ☑ | |
| 0922-33-093 | City Street | At the intersection of Calton Rd and Santa Maria Ave | 500 | ☑ | |

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

| ID | Roadway | Limits | Buffer Distance (Ft) | Low Income Census Tract | Colonia |
|---|---|---|---|---|---|
| 0086-14-062 | Loop 20 | 1.06 mi south of Spur 400 to Spur 400 | 400 | ☑ | |
| 2150-04-067 | FM 1472 | Killam Industrial Blvd to .3 Mi North of Muller Memorial Blvd | 400 | | |
| 0922-33-175 | Hachar Parkway | FM 1472 to IH35 West Frontage Road | 400 | | |
| 0922-33-165 | Hachar Parkway | FM 1472 to .1 Mi East of Beltway Parkway | 400 | | |
| 0922-33-166 | Hachar Parkway | .1 Mi East of Beltway Parkway to IH35 Frontage Rd | 400 | | |
| 0086-14-077 | Loop 20 | At Laredo International Airport | 500 | | |
| 0086-14-078 | Loop 20 | At Jacaman Rd | 500 | | |
| Pending | Loop 20 | Jacaman Rd to US 59 (Saunders St) | 400 | | |
| 0018-05-089 | IH 35 | Upgrade of Overpass over Uniroyal | 400 | | |
| 0018-06-136 | IH 35 | Shiloh Dr to .25 Mi N of US 59/ I69W | 400 | | |
| 0018-06-183 | IH 35 to Loop 20 | .5 Mi E of IH 35 to .5 Mi S of US 59-SL 20 | 400 | | |
| 0086-14-075 | Loop 20 | At Del Mar Blvd | 500 | | |
| 0086-14-076 | Loop 20 | At Shiloh Rd | 500 | | |
| 0086-14-079 | Loop 20 | At University Blvd | 500 | | |
| 0922-33-177 | Anna St | | 500 | | |
| 0922-33-178 | World Trade Bridge | | 400 | | |

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

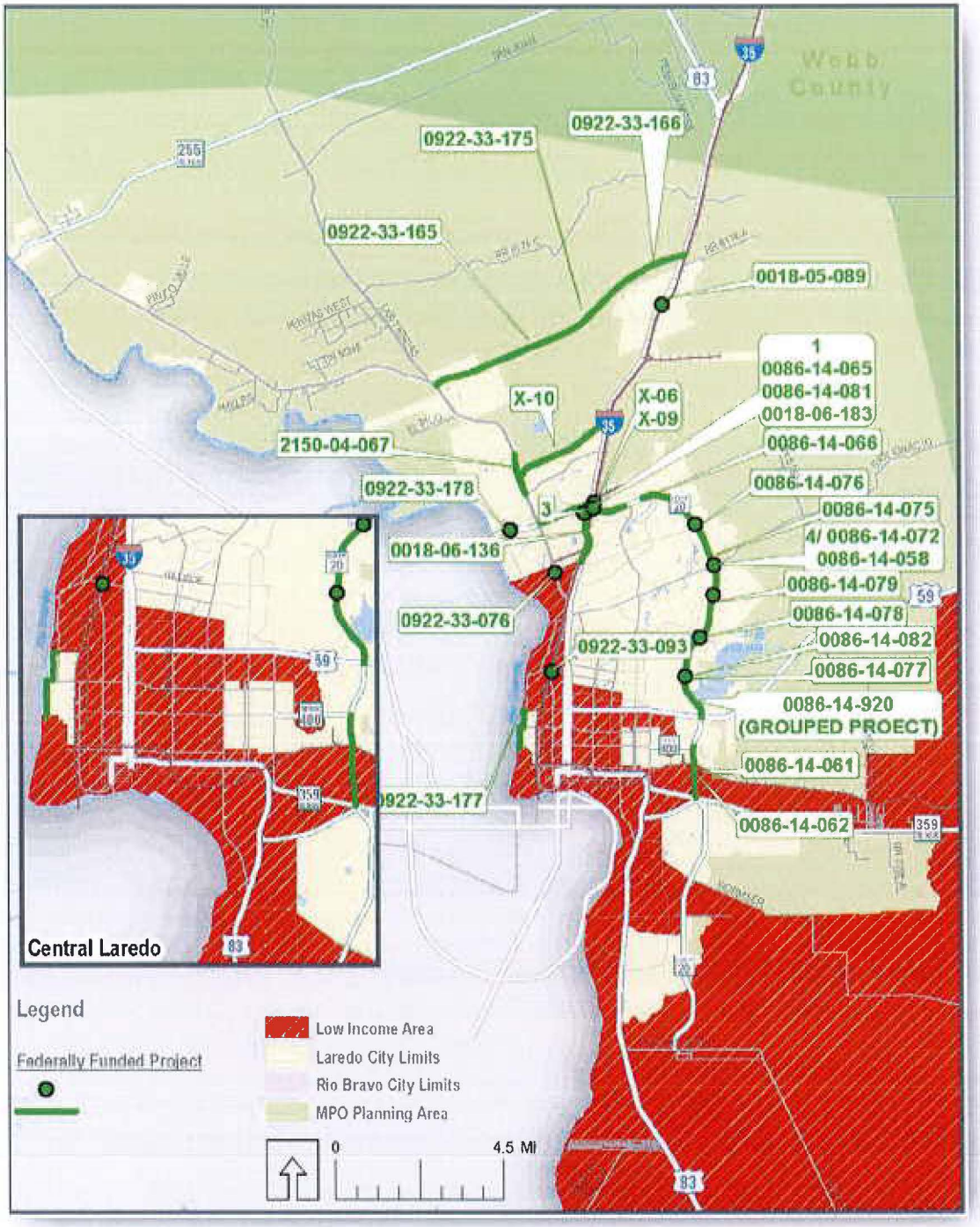
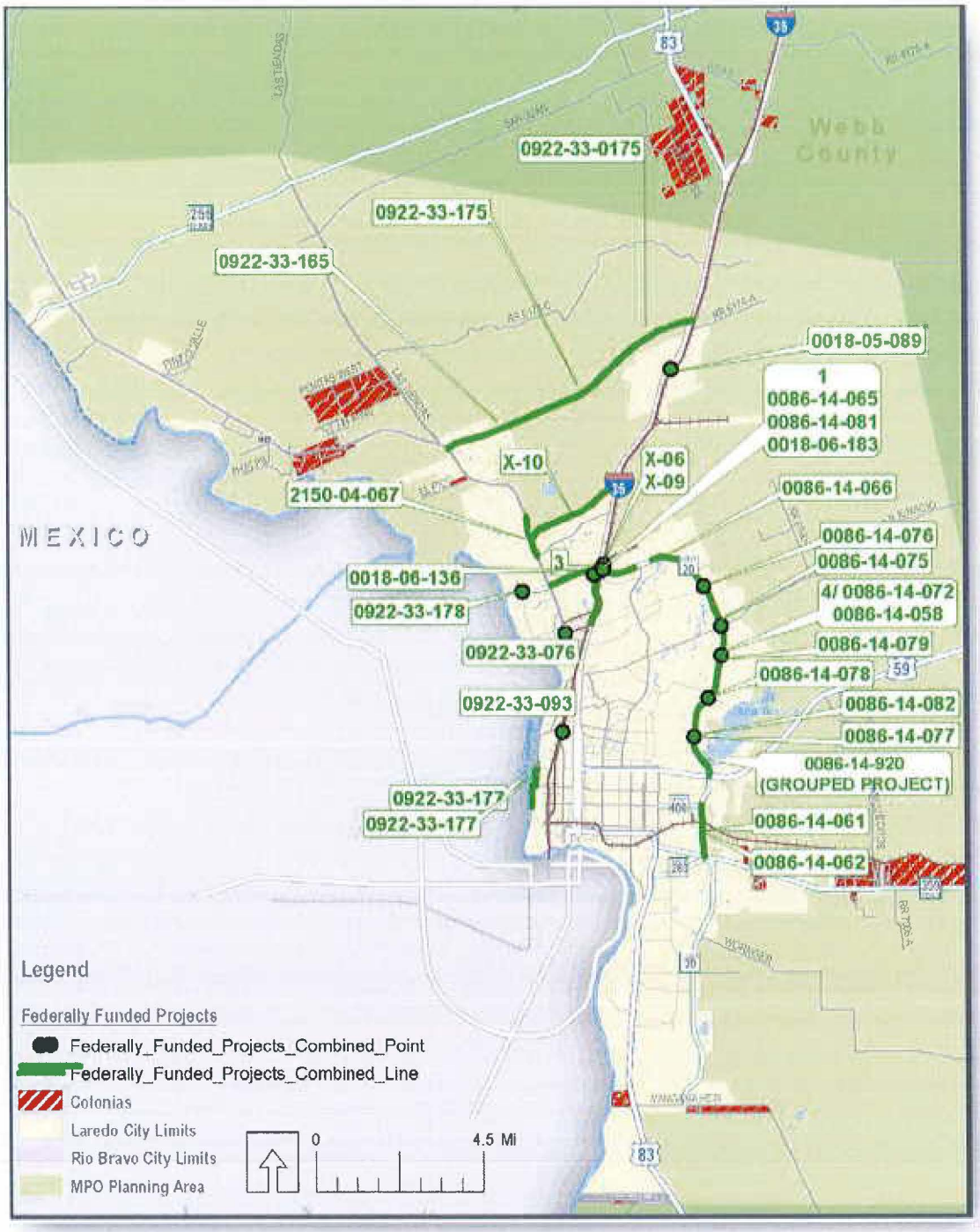


*Figure 13-4: Colonias and Federally Funded Projects*



# Background materials

## SUPPLEMENTAL FAST ACT COMPLIANCE DOCUMENTATION FOR METROPOLITAN & STATEWIDE TRANSPORTATION PLANNING PROCESS

***(Due on or after 05-27-18)***

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

1. **Update Public Participation Plan (PPP) to include: a) public ports; b) private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefits program, parking cash-out program, shuttle program, or telework program).** (Ref: 23 CFR 450.316(a))
   - *Please include documentation on how the PPP has been updated by the MPO to incorporate the new stakeholders identified under the FAST Act metropolitan and statewide planning regulations cited above. If, for example, your region does not currently include a parking cash-out program or transit benefits program for the area users, please simply state so here. Please include the current date of your most recently updated PPP adopted by the MPO policy board and a web-link to this documentation for future reference purposes.*

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

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

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

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

2. **Demonstrate consultation with agencies involved in: a) tourism; b) natural disaster risk reduction.** (Ref: 23 CFR 450.316(b))
   - *Identify which agencies within your metropolitan planning area that you have demonstrated consultation with as part of your MTP and TIP development that are involved in regional tourism activities (including consultation with local Chamber of Commerce, major public sporting and tourism sponsors and activities, festivals, etc. within your region. Perhaps include weblinks to major sporting events, festivals, and other tourism activities within your region. For natural disaster risk reduction perhaps include documentation of which emergency management or centers operate within the city or county (or perhaps FEMA/DHS coordination) that you have engaged within as part of your metropolitan transportation planning process. Perhaps include hurricane evacuation maps (if applicable) or links to these types of State or local emergency management activities, operations, and agencies onto the MPO's homepage.*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

10. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))

— *Document how the project selection process used in the TIP/STIP has been improved to address safety, TAM and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how performance targets will be achieved in the transportation planning process.*

The Laredo MPO project selection process includes a criterion for safety, for which technical points are awarded based on the crash rate. As TxDOT adopts performance targets for the outstanding performance areas, the Laredo MPO will continue to incorporate criteria in the project selection process that will support the selection of projects that will help achieve performance targets. The 2045 MTP update will provide recommendations on how the project selection process should be improved to support the selection of projects that will achieve performance targets. Laredo MPO will demonstrate this linkage prior to the May 2019 deadline.

11. Statewide plan shall include a description of the performance measures & targets and a systems performance report assessing the performance of the transportation system. (Ref: 23 CFR 450.216(f)(1&2))

**N/A (State DOT)**

12. Statewide plan and STIP updates should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process. (Ref: 23 CFR 450.208(e))

**N/A (State DOT)**

**LAREDO URBAN TRANSPORTATION STUDY**
**ACTION ITEM**

| **DATE:** 06-18-18 | **SUBJECT:** A MOTION<br>Receive public testimony and initiate a 20 day public review and comment period for the draft 2019 Unified Planning Work Program (UPWP). |
|---|---|
| **INITIATED BY:**<br>Staff | **STAFF SOURCE:**<br>Nathan Bratton, MPO Director |
| **PREVIOUS ACTION:**<br>None | |

**BACKGROUND:**
The Unified Planning Work Program describes and schedules work to be undertaken by the Metropolitan Planning Organization during the 2019 fiscal period.

The final approved Unified Planning Work Program (UPWP) is due August 1, 2018. Listed below is the proposed budget:

| | Amount |
|---|---|
| 1.1 Program support administration | $100,000.00 |
| 1.2 Travel, training, equipment | $20,000.00 |
| 2.1 Growth monitoring, projections, website | $20,000.00 |
| 3.1 TIP/UPWP/PPP/LEP/By-Laws/Title VI | $20,000.00 |
| 3.2 Internal Ethics Program | $60,000.00 |
| 4.1 2015-2040 Metropolitan Transportation Plan | $5,000.00 |
| 4.2 2020-2045 MTP/FAST ACT Compliance Project | $300,000.00 |
| 5.1 2015 Quiet Zone Study Update | $25,000.00 |
| 5.2 Bicycle Pedestrian Plan | $175,000.00 |
| 5.3 Freight Mobility Plan | $250,000.00 |
| Total | $975,000.00 |

| **COMMITTEE RECOMMENDATION:** | **STAFF RECOMMENDATION:** |
|---|---|
| The LUTS Technical Committee recommends approval. | Staff recommends approval. |

LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION

# *DRAFT*

# UNIFIED PLANNING WORK PROGRAM
# FY 2019

ADOPTED BY THE POLICY COMMITTEE ON: JULY 16, 2018
AMENDED ON:

## Contents

***LAREDO URBAN TRANSPORTATION STUDY***
***2019 UNIFIED PLANNING WORK PROGRAM***

# I. INTRODUCTION

The Unified Planning Work Program (UPWP) originated from the Federal-Aid Highway Act of 1973 and details the transportation planning work proposed to be undertaken by the Metropolitan Planning Organization in the study area for the year. The United States Department of Transportation, through its modal administrations, requires development of an annual Unified Planning Work Program (UPWP) to describe intermodal comprehensive transportation planning in areas with populations greater than 50,000. This work program was designed to incorporate federal Section 112 ("PL" funds) and Section 5303 (transit) planning funds and intended to provide a mechanism for the coordination of all planning activities required by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal regulations allow for a one or two year work program.

The Laredo Urban Transportation Study, in its capacity as the Laredo Metropolitan Planning Organization, provides "3C" or "continuous, cooperative and comprehensive" transportation planning for the Laredo Metropolitan Area as required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), and all subsequent reauthorization acts including: The Transportation Equity Act for the 21st Century (TEA 21), The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century Act (MAP-21) and Fixing America's Surface Transportation (FAST) Act.

The Clean Air Act Amendments (CAAA) of 1990 also influences the metropolitan planning process. In general, the Act requires that transportation actions and projects proposed and/or implemented in the metropolitan planning area must support the attainment of federal standards for ozone by meeting specific requirements set out by the Environmental Protection Agency (EPA), regarding air quality conformity. Since the Laredo Urbanized Area has been designated an "attainment" area for air quality conformity, the law exempts the urbanized area (UZA) from conformity requirements therefore; it is not addressed in this document.

The Unified Planning Work Program (UPWP) is developed to comply with the mandatory metropolitan planning requirements and was adopted by the Laredo Metropolitan Planning Organization Policy Committee at a public meeting, following a twenty-day comment period as required by the adopted Public Participation Plan.

## A. PURPOSE

The UPWP describes and schedules the work to be undertaken by the Laredo Urban Transportation Study during the upcoming fiscal period, and includes a financial participation summary.

***Scope of Planning***

In general, federal law requires that the metropolitan planning process for a metropolitan area shall provide for consideration of projects and strategies that will:

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.
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.

***Performance Based Planning***

MAP-21 and its successor the FAST Act require that metropolitan planning organizations, public transportation providers and state departments of transportation establish and use a performance-based approach to transportation decision making to support the seven national goals. The **seven federal goal areas** as listed in 23 USC 150 are as follows:

1. *Safety*: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. *Infrastructure condition*: To maintain the highway infrastructure asset system in a state of good repair.
3. *Congestion reduction*: To achieve a significant reduction in congestion on the National Highway System.
4. *System reliability*: To improve the efficiency of the surface transportation system.
5. *Freight movement and economic vitality*: To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. *Environmental sustainability*: To enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. *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.

The goal areas for public transportation address:

1. *Transit Safety*
2. *Transit Asset Management*

The United States Department of Transportation (USDOT) will establish MAP 21 Performance Measures designed to carry out the National Highway Performance Program. Each State Department of Transportation (DOT) will then establish performance targets in support of those measures. Subsequent to the State adopting its performance targets the MPO's will have 180 days to establish performance targets coordinated with those of the state DOT's and public transportation providers. When these targets are set, the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The Metropolitan Transportation Plan will also have to include a system performance report evaluating the condition and performance of the

transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan.

The MPO intends to develop performance targets as required by the FAST Act in coordination with the State, the local transit provider (El Metro), and all other planning partners. Public involvement will be critical to the preparation and implementation of performance measures in the planning process as required by the FAST Act. Performance measures allow the MPO to track improvements towards the accomplishment of important outcomes for the region.

*Public Involvement*
The Laredo MPO's Public Participation Plan (PPP) gives citizens the opportunity to comment during all phases of the transportation planning process. The MPO welcomes public comment throughout the planning process and utilizes its website http://www.ci.laredo.tx.us/city-planning/Departments/MPO/index.html, the City of Laredo's website http://www.cityoflaredo.com/, and local periodicals including, the Laredo Morning Times and El Manana, to notify the public of meetings and opportunities to comment.

In order to ensure public involvement, all MPO work is conducted in accordance with the adopted Public Participation Plan (PPP). The PPP requires that initial adoption of the Unified Planning Work Program (UPWP) follow at a minimum: a 20 day public comment and review period, 72 hour advanced posting of the Policy Committee meeting wherein final action will occur, and publication of a document summary in the newspaper at least 5 days in advance of adoption. The PPP further requires that revisions of the UPWP may only be accomplished thru action of the Policy Committee, following 72 hour posted advance notice to the public.

## 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 Laredo Urban Transportation Study, acting as the Metropolitan Planning Organization, and by the Texas Department of Transportation in the Laredo Metropolitan Area (See Appendix A). 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 Administrator, the Laredo TxDOT District Engineer, the Webb County Judge, and two Webb County Commissioners. 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:

| | |
|---|---|
| City Representatives:<br>• Laredo City Planner (Chairperson)<br>• The General Manager of the City Transit System<br>• Laredo Director of Traffic Safety<br>• Laredo Airport Director<br>• Laredo City Engineer<br>• Laredo Bridge Director | State Representatives:<br>• TxDOT Planning Representative (Vice-Chairperson)<br>• TxDOT Planning Representative<br>• TxDOT Area Engineer<br>• TxDOT Transportation Planning and Programming Field Representative |
| Federal representatives:<br>• FHWA Planning Representative (Austin) | School system representatives<br>• A representative of the Laredo Independent School District<br>• A representative of the United Independent School District<br>• A representative of Texas A&M International University<br>• A representative of Laredo Community College |
| County and Regional Representatives:<br>• Webb County Planning Director<br>• South Texas Development Council Regional Planning Director<br>• The General Manager of the Rural Transit System<br>• Webb County Engineer | Private Sector Representatives:<br>• A representative of the Kansas City Southern Railway Company<br>• A representative of the Union Pacific Railroad Company<br>• A representative of the Laredo Transportation Association<br>• A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee |

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 planner, a GIS technician, a clerk, an accountant and others as may be required.

## 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. The MPO typically issues one or more Requests for Qualifications each year soliciting private sector professional services for the development of transportation planning studies.

## E. PLANNING ISSUES AND EMPHASIS

***Planning Issues***

Highway - System capacity issues will pose a major challenge in light of expected population and freight movement growth levels.

- 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. The majority of the growth is also expected to

occur in currently undeveloped areas. As development continues along the fringes of the city, the existing roadway network will absorb only so much of the increased demand.

- 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 an already congested 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.

***Planning 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 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 AND MANAGEMENT

### A. OBJECTIVE

To ensure that the Laredo Metropolitan Area transportation planning process is a fully cooperative, comprehensive and continuing activity; to monitor ongoing planning activities; to ensure that all modes of transportation are given consideration as elements of a single urban transportation system and are considered in the overall planning process; to ensure public involvement in the transportation planning process.

### B. EXPECTED PRODUCTS

The smooth and efficient operation of the Metropolitan Planning Organization including the following: fulfillment of planning objectives; compliance with state and federal requirements; continuation of a proactive public involvement process, reports, certifications, and administration.

### C. PREVIOUS WORK

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 Program support 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. (Routine work effort – carried over from previous year)

1.2 Travel, training, equipment, and supplies. All computer hardware, software and equipment expenditures of Federal planning funds over $5,000 will require prior approval.

## E. FUNDING & PARTICIPATION SUMMARY

**Task 1.0 - FY 19**

| Subtask | Responsible Agency | Transportation Planning Funds (TPF)[1] | FTA Sect. 5307 | Local | Total |
|---|---|---|---|---|---|
| 1.1 | LUTS | 100,000 | 0 | 0 | 100,000 |
| 1.2 | LUTS | 20,000 | 0 | 0 | 20,000 |
| **TOTAL** | | **120,000** | **0** | **0** | **120,000** |

[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

In cooperation with member agencies, maintain the MPO website and a database on population, housing, land use and transportation characteristics. Monitor growth patterns in the study area for their impact on community transportation systems. Staff will assist with the continual integration of data into GIS format in order to facilitate organization, retrieval and analysis, and to continue and further the goals and objectives of comprehensive transportation planning.

### B. EXPECTED PRODUCTS

Updated demographics including population, land use, housing employment and roadway databases and maps. A fully integrated mapping/data base system to be used in data retrieval, analysis, projection, mapping, and graphic publication elements of future transportation planning tasks. Demographic data will be developed in-house and with the assistance of outside professionals, using resources available in the community, as well as, the US Census. The MPO website will continue to be modified and updated to increase functionality, ease of use, visualization capacity, public outreach, and transparency.

### 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.

### D. SUBTASKS

2.1 Growth development monitoring, projections, and website. The GIS staff will assist in the ongoing collection, review, analysis and mapping of demographic data related to population, land use, housing, and employment. The subtask will also provide for GIS related staff training, and the purchase of equipment, software, materials and supplies for printing of maps. Staff will monitor the MPO website, continue to modify it in the interest of ease of use and transparency, and assist in posting MPO products online. (Routine work effort – carried over from previous year)

TXDOT Data Collection – To conduct travel surveys and/or traffic saturation counts in the MPO region for use in the travel demand models and transportation analysis for pavement and geometric design. Work is being conducted by TXDOT and funding is being provided through the Texas State Planning and Research (SPR) Work Program Part I. Funds will be reconciled as part of the SPR Part I. ($917,638.31 SPR)

## E. FUNDING & PARTICIPATION SUMMARY

**Task 2.0 – FY 19**

| Subtask | Responsible Agency | Transportation Planning Funds (TPF)[1] | FTA Sect. 5307 | Local | Total |
|---|---|---|---|---|---|
| 2.1 | LUTS | 20,000 | 0 | 0 | 20,000 |
| **TOTAL** | | **20,000** | **0** | **0** | **20,000** |

[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.

# IV. TASK 3.0 - SHORT RANGE PLANNING

## A. OBJECTIVE

To complete those activities associated with near-term 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 2015- 2018 TIP, and the 2017 and 2018 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 federal and state guidelines. Staff issued a 2017 call for projects for the TAP program, selected the River Vega Multi-use Hike and Bike Trail project and awarded the funds based on adopted project selection procedures. 2018 Call for TAP projects was initiated in March of 2018.

## D. SUBTASKS

3.1 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. (Routine work effort)

3.2 Internal Ethics Program - The MPO's internal ethics program will be reviewed and amended, if necessary, to achieve compliance with the all federal requirements, as well as, and the requirements of 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. The review and amendments will insure the MPO's compliance with all applicable internal ethics program policy requirements. (Non-routine work effort - To be conducted by consultant)

## E. FUNDING & PARTICIPATION SUMMARY

**Task 3.0 - FY 19**

| Subtask | Responsible Agency | Transportation Planning Funds (TPF)[1] | FTA Sect. 5307 | Local | Total |
|---|---|---|---|---|---|
| 3.1 | LUTS | 20,000 | 0 | 0 | 20,000 |
| 3.2 | LUTS | 60,000 | 0 | 0 | 60,000 |
| **TOTAL** | | **80,000** | **0** | **0** | **80,000** |

[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.

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

## 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.

## D. SUBTASKS

4.1 2015-2040 Laredo Metropolitan Transportation Plan (MTP) - assist in the ongoing revision of Metropolitan Transportation Plan. (Routine- work effort)

4.2 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. (Non-routine work effort - To be conducted by consultant)

## E. FUNDING & PARTICIPATION SUMMARY

**Task 4.0 - FY 19**

| Subtask | Responsible Agency | Transportation Planning Funds (TPF)[1] | FTA Sect. 5307 | Local | Total |
|---|---|---|---|---|---|
| 4.1 | LUTS | 5,000 | 0 | 0 | 5,000 |
| 4.2 | LUTS | 300,000 | 0 | 0 | 300,000 |
| **TOTAL** | | **305,000** | | | **305,000** |

[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.

## 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 c in December of 2016, and June of 2017. Consultant was procured for the 2015 Quiet Zone Study Update project which was initiated in December 2017.

## D. SUBTASKS

5.1 2015 Quiet Zone Study Update – The update of the 2015 study is intended to: refresh the rail crossing data, gather updated traffic counts, and provide recommendations on safety infrastructure improvements and costs, necessary to meet the federal quiet zone safety thresholds, while minimizing, to the maximum extent possible, street closures in the downtown area. (Non-routine work effort - To be conducted by consultant- This is a carry-over project)

5.2 Bicycle Master Plan- Objective: To develop a plan for creating an environment conducive for cycling as a mode choice, as well as providing for recreational opportunities for walking or cycling in order to encourage a healthy lifestyle. Outcome: A plan that will provide guidance for the development and implementation of an interconnected network of designated on and off street bicycle facilities. (Non-routine work effort - To be conducted by consultant.)

5.3 Long Range Freight Mobility Plan – Objective- The 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 Outcome- A study that will serve as an investment guide for freight mobility improvements in the region. (Non-routine work effort - To be conducted by consultant-This is a carryover project.)

## E. FUNDING & PARTICIPATION SUMMARY

**Task 5.0 - FY 19**

| Subtask | Responsible Agency | Transportation Planning Funds (TPF)[1] | FTA Sect. 5307 | Local | Total |
|---|---|---|---|---|---|
| 5.1 | LUTS | 25,000 | 0 | 0 | 25,000 |
| 5.2 | LUTS | 175,000 | 0 | 0 | 175,000 |
| 5.3 | LUTS | 250,000 | 0 | 0 | 250,000 |
| **TOTAL** | | **450,000** | **0** | **0** | **450,000** |

[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.

## LAREDO URBAN TRANSPORTATION STUDY-- FY 19

| UPWP Task | Description | TPF[1] Funds | FTA Sect. 5307 | Local | Total Funds |
|---|---|---|---|---|---|
| 1.0 | Administration-Management | 120,000 | 0 | 0 | 120,000 |
| 2.0 | Data Development and Maintenance | 20,000 | 0 | 0 | 20,000 |
| 3.0 | Short Range Planning | 80,000 | 0 | 0 | 80,000 |
| 4.0 | Metropolitan Transportation Plan | 305,000 | 0 | 0 | 305,000 |
| 5.0 | Special Studies | 450,000 | 0 | 0 | 450,000 |
| | **TOTAL** | **975,000** | **0** | **0** | **975,000** |

[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.

| | |
|---|---|
| Combined Transportation Planning Funds[2] | $ 500,522.00 |
| Estimated Unexpended Carryover | $ 474,478.00 |
| TOTAL TPF | 975,000.00 |

[2] Estimate based on prior years authorizations

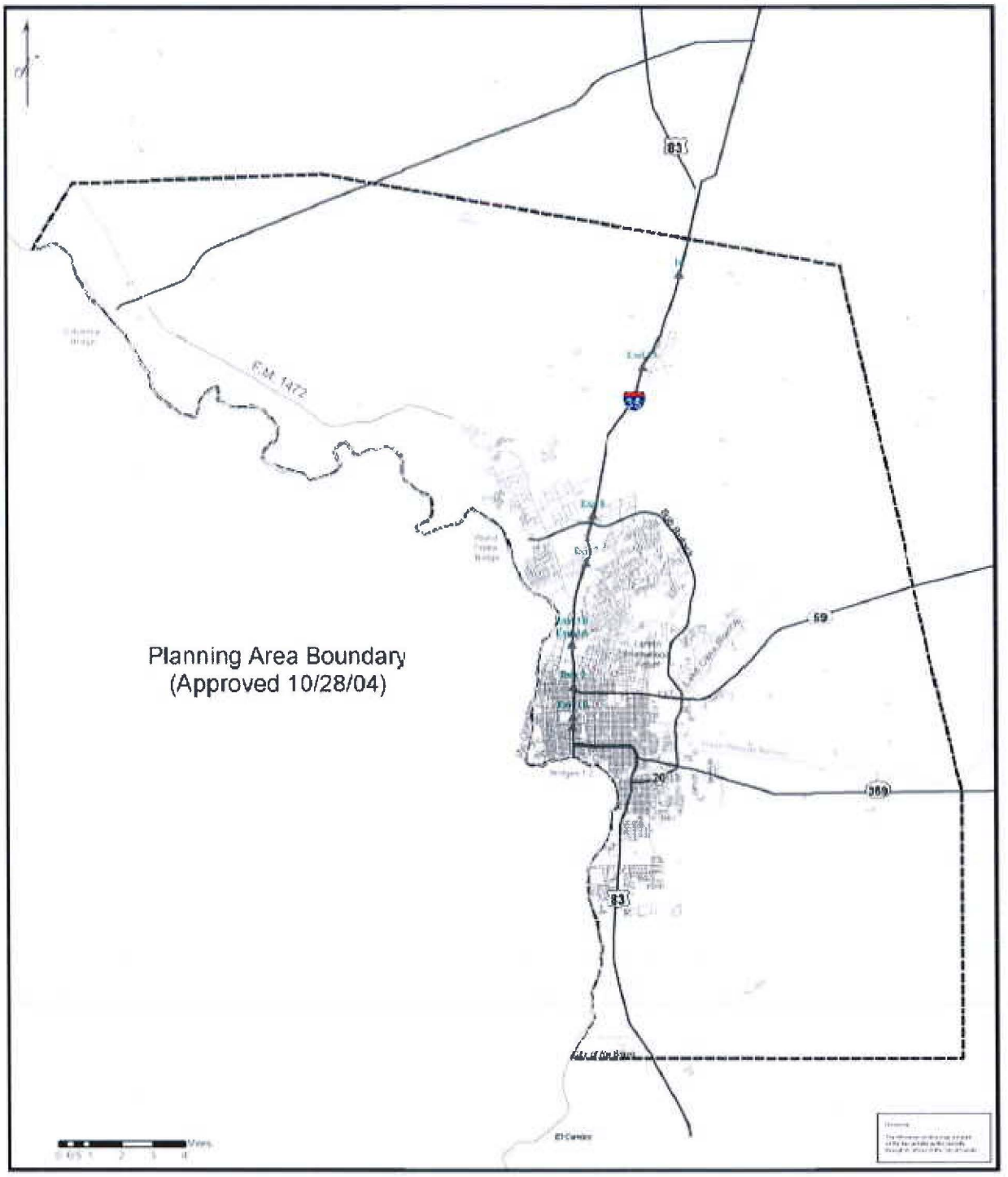
# VII. APPENDICES

## APPENDIX A - POLICY COMMITTEE

| | | |
|---|---|---|
| Honorable Pete Saenz | Mayor | City of Laredo |
| Honorable George Altgelt | City Councilmember | City of Laredo |
| Honorable Charlie San Miguel | City Councilmember | City of Laredo |
| Honorable Roberto Balli | City Councilmember | Laredo Mass Transit Board |
| Honorable Tano Tijerina | Webb County Judge | Webb County |
| Honorable John Galo | Webb County Commissioner | Webb County |
| Honorable Jaime Canales | Webb County Commissioner | Webb County |
| Ms. Melisa Montemayor | District Administrator | TxDOT |
| Mr. David Salazar P.E. | 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



## APPENDIX C - DEBARMENT CERTIFICATION

### NEGOTIATED CONTRACTS

1) The Laredo Urban Transportation Study (LUTS), 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

_____
Chairperson, MPO Policy Committee
Mayor City of Laredo

_____
Date

## 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.

_____

Chairperson, MPO Policy Committee
Mayor
City of Laredo

_____

Date

## APPENDIX E - CERTIFICATION OF COMPLIANCE

I, **Pete Saenz**, Chairperson of the Laredo Urban Transportation Study, a duly authorized representative of the Laredo 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

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

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

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

1. Report on the funding and schedule for the Hachar-Reuthinger Road project.

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

A. Presentation by Stephen Ratke of Federal Highway Administration (FHWA) on Vision Zero.

B. Presentation by Jay B. Crossley of Farm and City on Vision Zero efforts in cities and MPO's across Texas and elsewhere.

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

D. Status report by City Engineering on the Calton Grade Separation Project.

E. Presentation by Transit, El Metro on revenue sources available for financing currently unfunded transit needs, especially buses.

F. Status report on TxDOT/MPO meeting to discuss possible strategies for corridor preservation.

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