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 20, 2016
12:00 noon

MEETING AGENDA

I. CHAIRPERSON TO CALL MEETING TO ORDER

II. CHAIRPERSON TO CALL ROLL

III. COMMITTEE AND DIRECTOR'S REPORTS

IV. CITIZEN COMMENT

Speakers are required to fill out a witness card and submit it to the MPO staff no later than 15 minutes after the start of the meeting. The speaker 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 particular issue, they need to select not more than three (3) representatives to speak for them and the presiding officer may limit the public comments further in the interest of an orderly meeting. Speakers may not pass their minutes to any other speaker. Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks will be permitted.

V. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on May 16, 2016 and special meeting held on May 27, 2016.

B. Receive public testimony and approve Resolution No. MPO 2016-07, adopting the proposed 2017-2020 Transportation Improvement Plan (TIP).

C. Receive public testimony and approve a motion initiating a twenty-day public review and comment period for the proposed draft of the 2017 Unified Planning Work Program (UPWP).

D. Receive public testimony and approve a motion to accept the ranking of firms that submitted proposals in response to the Request for Qualifications (RFQ) issued for the development of the 2013-2045 Travel Demand Model Update Project; approve the selection of a professional services provider, and authorize Staff to enter into negotiations.

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

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

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

1. Status report by Dannenbaum Engineering on the alignment of Hachar Road.
2. Discussion and possible action on the City of Laredo's request for funding of the Hachar-Reuthinger Road Project.

    a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). $1,634,277 in Category 7.

    b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. $26,796,902 in Category 7 Funds.

    c. Revision of project CSJ 0922-33-166 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from Beltway parkway to I-35. $21,440,668 in Category 7 Funds.

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

    a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). $1,634,277 in Category 7 Funds with a proposed.

    b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. $26,796,902 in Category 7 Funds.

    c. Revision of project CSJ 0922-33-166 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-

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

I. Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2017-2020 Transportation improvement Program.
(TIP):

a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). $1,634,277 in Category 7 Funds with a proposed.

b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. $26,796,902 in Category 7 Funds.

J. Discussion with possible action on Mines Road.

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

K. Discussion and possible action to delay CSJ-0086-14-065 (Loop 20 main lanes over I-35) and re-appropriate CBI funds to other Loop 20 projects.

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

A. Presentation by El Metro on the current status of fleet replacement and capital funding.

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

1. Report on Feasibility Study of a possible Transportation Reinvestment Zone (TRZ) on Vallecillo Road.
2. Status of the RMA's FASTLANE Grant.
3. Status of the Loop 20 project.

C. Status report by TxDOT on public and private acreage Right-of-Way on the US 59/ Loop 20 Project.

D. Status report by TxDOT on the Fast Lane Grant application submitted for the Main Lanes on Loop 20 over IH 35.

VII. 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 17TH, BY 12:00 P.M.

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.

Información en Español: Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios, auxiliares como: intérpretes para personas sordas o 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.

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.

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 John Galo, Webb County Commissioner, Pct. 3
Honorable Jaime Canales, Webb County Commissioner, Pct. 4

STATE REPRESENTATIVES:

Mr. Pete Alvarez, 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

Nathan R. Bratton
MPO Director

Heberto L. "Beto" Ramirez
Acting 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 16, 2016, MEETING

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Pete Saenz called the meeting to order at 12:15 p.m.

II. CHAIRPERSON TO CALL ROLL

Vanessa Guerra, MPO Coordinator, called roll and verified that a quorum did exist.

Cm. San Miguel made a motion to **excuse** members not present.

Second:	Cm. Altgelt
In Favor:	5
Opposed:	0
Abstained:	0

Motion carried unanimously

Regular members present:

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

Regular members not present:

Honorable Roberto Balli, City Councilmember, District VIII
Honorable Tano E. Tijerina, Webb County Judge
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Jaime Canales, Webb County Commissioner, Pct. 4

Ex-Officio Members Not Present:

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

Staff (Of Participating LUTS Agencies) Present:

City:	Nathan R. Bratton, City Planning/LUTS Staff Vanessa Guerra, City Planning/LUTS Staff Angie Quijano, City Planning/LUTS Staff
State:	Ana Duncan, TxDOT Sara Garza, TxDOT
Others:	Anthony Garza, Dannenbaum Engineering Antonio Rodriguez, Howard, Needles, Tammen, & Bergendoff (HNTB, Inc.) Ruben Soto, Regional Mobility Authority (RMA) Oscar Lopez, RMA Mike Graham, TxDOT Rolando Ortiz, Killam Development Services

III. COMMITTEE AND DIRECTOR'S REPORTS

There was nothing to report from neither the Director nor the Committee.

IV. CITIZEN COMMENT

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V. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on April 18, 2016.

Cm. San Miguel made a motion to **approve** the minutes of April 18, 2016.

Second:	Cm. Altgelt
In Favor:	5
Opposed:	0
Abstained:	0

Motion carried unanimously

B. Receive public testimony and approve a motion initiating a twenty-day public review and comment period for the proposed 2017-2020 Transportation Improvement Plan (TIP).

Mr. Bratton gave a brief presentation on the proposed 2017-2020 TIP.

Cm. Altgelt inquired the status of the Flecha/Las Cruces Realignment Project.

Mr. Bratton stated the project was first initiated approximately ten years ago. He stated throughout that time, there were a number of issues involving the project design and specifications, which had delayed the project on several occasions.

Cm. Altgelt made a motion to have the operative parts of MPO Staff to meet with him to review the project history and status of the Flecha/Las Cruces Realignment project.

Second: Cm. Canales
In Favor: 5
Opposed: 0
Abstained: 0

Motion carried unanimously

Cm. San Miguel made motion to **open** a public hearing.

Second: Cm. Canales
In Favor: 5
Opposed: 0
Abstained: 0

Motion carried unanimously

Cm. San Miguel made a motion to **close** the public hearing and **initiate** a twenty-day public review and comment period for the proposed 2017-2020 Transportation Improvement Plan (TIP).

Second: Cm. Canales
In Favor: 5
Opposed: 0
Abstained: 0

Motion carried unanimously

C. Discussion with possible action on Hachar Road.

Anthony Garza, Dannenbaum Engineering, gave a brief update on the Hachar Road Project. He stated Dannenbaum Engineering was working on the environmental document, and had submitted the Advance Funding Agreement (AFA) to TxDOT for execution. Subsequent to execution, an environmental scoping meeting will take place.

Cm. Algelt requested a presentation on the alignment of Hachar Road.

Anthony Garza, Dannanbaum Engineering stated he would be more than happy to give a presentation on said project.

D. Discussion with possible action on Mines Road.

Pete Alvarez, TxDOT, stated there were no major updates on said item. He stated TxDOT had a pre-design meeting for the northbound lanes.

Cm. Altgelt inquired on Phase 3 of the Mines Road Study.

Mr. Bratton stated Staff will include a report on Phase 3 of the Mines Road Study at the next Policy Committee meeting.

Cm. Altgelt made a motion to have a status report on what has been implemented on Phase 1 and 2 of the Mines Road study as well as a status report on Phase 3.

Second:	Cm. Canales
In Favor:	5
Opposed:	0
Abstained:	0

Motion carried unanimously

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

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

Ruben Soto, Chairman of the RMA, presented Mr. Tony Rodriguez, HNTB, Inc., who gave a brief presentation on the RMA.

Mr. Rodriguez stated the RMA had approved a number of work authorizations including those for: the Loop 20 project, a Transportation Reinvestment Zone (TRZ) Feasibility Study for Webb County, general consultant services and the Fast Lane Act grant application for a grade separation/interchange on Jacaman and Loop 20. The Fast Lane Act grant application requested $27 million dollars with a total project cost of 45 million dollars.

Cm. Algelt commented that it would be prudent to have a status report on the Feasibility Study of a TRZ on Vallecillo Road at the next meeting.

B. Status reports on US 59/Loop 20 Environmental Assessment and other related matters.

Mike Graham, TxDOT Laredo District Environmental Coordinator gave a brief presentation on the item. He stated the 1472 north bound additional lane project is moving forward and is in the process of environmental clearance for an August bid letting. He stated the public comment period will end on June 9th, 2016.

He also stated the US 59 main lanes over IH 35 project was granted environmental clearance last month and was moving forward. The preliminary schematic for the US 59/ Loop 20 project from International Boulevard to Saunders Avenue is being updated and will be scheduled for a public meeting approximately at the end of July 2016. TxDOT will send letters to adjacent residential and business property owners; advertise in the newspaper, send out newsletters in advance of the public meeting.

He stated the environmental clearance for the US 59/Loop 20 project from International to Saunders may be completed by December, 2016. It will include approximately 182 acres of Right-of-Way (ROW).

Mayor Saenz requested a status report on the number of acres that are public and private in the aforementioned 182 acres of R.O.W.

Mr. Gerald Shwebel stated that Laredo should focus on Loop 20 to be a freight corridor network. He stated should consider a mixture of revenue sources to provide adequate funding for I-69, including all of Loop 20.

Cm. Altgelt inquired on the main lanes on Loop 20 over IH 35 project.

Pete Alvarez, TxDOT, stated said project was packaged with a direct connector bridge from west US 59 and south to IH 35 and is part of a Fast Lane Grant application submitted by TxDOT. He stated TxDOT expects to be informed in the near future if the application was selected for funding.

Cm. Altgelt requested a status report on the Fast Lane Grant application submitted by TxDOT on the Main Lanes on Loop 20 over IH 35 at the next meeting.

VII. ADJOURNMENT

Cm. Canales made a motion to **adjourn** the meeting at 1:28 p.m.

Second:	Cm. Altgelt
In Favor:	5
Opposed:	0
Abstained:	0

Motion carried unanimously

Prepared by: _____
Angie Quijano
MPO Staff

Reviewed by: _____
Vanessa Guerra,
MPO Coordinator

Reviewed by: _____
Nathan R. Bratton,
MPO Director

_____
Melisa Montemayor,
District Administrator

_____
Pete Saenz,
Mayor and LUTS Chairperson

Laredo Urban Transportation Study

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

MINUTES OF THE MAY 27, 2016, SPECIAL MEETING

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Pete Saenz called the meeting to order at 11:07 a.m.

II. CHAIRPERSON TO CALL ROLL

Nathan R. Bratton, MPO Director, called roll and verified that a quorum did exist.

Judge Tijerina made a motion to **excuse** members not present.

Second:	Cm. Altgelt
In Favor:	5
Opposed:	0
Abstained:	0

0 Motion carried unanimously

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina, Webb County Judge
Honorable George Altgelt, City Councilmember, District VII
Pete Alvarez, TxDOT
Melisa Montemayor, TxDOT

Regular members absent:

Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Jaime Canales, Webb County Commissioner, Pct. 4
Honorable Charlie San Miguel, City Councilmember, District VI
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: Nathan R. Bratton, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff

State: Albert Ramirez, TxDOT

Others: Antonio Rodriguez, Howard, Needles, Tammen, & Bergendoff (HNTB, Inc.)
Enrique Valdez, Leyendecker, Naiser & Viera (LNV, Inc.)
Ruben Soto, Regional Mobility Authority (RMA)

II. COMMITTEE AND DIRECTOR'S REPORTS

Mr. Bratton advised the Policy Board that the Federal Highway Administration (FHWA) had offered to do a Bicycle and Pedestrian Plan at no cost to the MPO. He stated there would be a preliminary tele-conference kick-off meeting very soon. He stated the working group for said plan would consist of Osbaldo Guzman from Parks and Leisure's Department, Councilmember Altgelt, Roberto Murillo from the City Traffic Safety Department, Frank Rotnofsky, and himself.

III. CITIZEN COMMENT

Speakers are required to fill out a witness card and submit it to the MPO staff no later than 15 minutes after the start of the meeting. The speaker 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 particular issue, they need to select not more than three (3) representatives to speak for them and the presiding officer may limit the public comments further in the interest of an orderly meeting. Speakers may not pass their minutes to any other speaker. Comments should be relevant to City business and delivered in a professional manner. No derogatory remarks will be permitted.

V. ITEMS REQUIRING POLICY COMMITTEE ACTION

Discussion and possible action adopting a resolution requesting the Texas Transportation Commission allocate additional funds, including but not limited to discretionary funding, to the Laredo Urban Transportation Study Metropolitan Planning Organization or to the Texas Department of Transportation Laredo District to complete mobility projects within the Laredo MPO boundary.

Mr. Bratton gave a brief presentation on the proposed resolution. Discussion and amendments were made to the draft document.

Pete Alvarez, TxDOT, stated TxDOT, and representatives from the City and other local agencies met with the Transportation Commission members when they last visited Laredo. He stated the discussion in general focused on project priorities, and opportunities for the local jurisdiction to contribute to the project. He stated when evaluating project cost break down, one should carefully consider environmental, and schematic, the Right-of-Way (ROW), utility, construction and engineering costs. Credit could be given to local entities for their contributions. He also stated there the timeline to approve the 2017 Unified Transportation Plan (UTP) involved presenting to the Transportation Commission in July, and final approval and recommendation in August.

Mr. Antonio Rodriguez, HNTB, Inc., representing the RMA, stated the RMA would be happy to provide any information on Vallecillo Road.

Cm. Altgelt made a motion to **adopt** the resolution subject to amendments as presented.

Second:	Cm. Tijerina
In Favor:	5
Opposed:	0
Abstained:	0

Motion carried unanimously

VI. ADJOURNMENT

Cm. Tijerina made a motion to adjourn the meeting at 11:51 a.m.

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

Motion carried unanimously

Prepared by: _____
Angie Quijano
MPO Staff

Reviewed by: _____
Vanessa Guerra,
MPO Coordinator

Reviewed by: _____
Nathan R. Bratton,
MPO Director

_____
Melisa Montemayor,
District Administrator

_____
Pete Saenz,
Mayor and LUTS Chairperson

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE: 6-20-16	**SUBJECT:** RESOLUTION Receive public testimony and approve Resolution No. MPO 2016-07, adopting the proposed 2017-2020 Transportation Improvement Program (TIP).
INITIATED BY: Staff	**STAFF SOURCE:** Nathan Bratton, MPO Director

PREVIOUS ACTION: On May 16, 2016, the Policy Committee approved the initiation of a 20 day public review and comment period.

BACKGROUND:

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

Listed below are the proposed funding levels for the 2017-2020 TIP:

TIP Year	# of projects	Highway Funding	# of projects	Transit Funding
FY 2017	3	$25,396,844	4	$15,190,598
FY 2018	1	$22,963,054	3	$15,190,598
FY 2019	0	$0	3	$15,190,598
FY 2020	0	$0	3	$15,190,598
Total		$48,359,898		$60,762,392

COMMITTEE RECOMMENDATION: To be determined.	**STAFF RECOMMENDATION:** Approval

RESOLUTION NO. MPO 2016-07

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

REVISING THE 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo Urban Area, has reviewed the proposed 2017-2020 Transportation Improvement Program (TIP); and,

WHEREAS, the Laredo Urban Transportation Study finds that the proposed 2017-2020 Transportation Improvement Program (TIP) meets the high priority improvements necessary for the LUTS area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopted the 2017-2020 Transportation Improvement Program (TIP), which is attached hereto and made a part hereof for all purpose:

We certify that the above resolution was adopted on June 20, 2016 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

Melisa Montemayor
Laredo District Administrator

LAREDO URBAN TRANSPORTATION STUDY
metropolitan planning organization

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2017-2020

Public Meeting Date(s): May 16, 2016; June 20, 2016

Approved by Policy Committee: June 20, 2016

Amended on:

INTRODUCTION

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

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

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

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

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

Planning Factors

The ten planning factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility for people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system, and,
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
10. Enhance travel and tourism.

PURPOSE

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

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

The Texas Department of Transportation (TxDOT), and the Laredo Urban Transportation Study (MPO) have cooperatively developed the 2017-2020 TIP in accordance with the requirements of ISTEA, TEA-21, SAFETEA-LU, MAP 21 and the FAST Act, and is financially constrained.

DEFINITION OF AREA

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

PUBLIC INVOLVEMENT PROCESS

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

PROJECT SELECTION PROCESS

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

PROGRESS FROM PREVIOUS YEAR
The FY 2015-2018 TIP was adopted on a April 24, 2014. Enclosed is a summary detailing the status of all ongoing projects.

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

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

GLOSSARY

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

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

F. CLASS Federal Functional Classification – This identifies the Federal Functional classification of streets and highways according to functional operating characteristics. The Federal Functional Classifications are:
1- Interstate
2 - Other Freeways and Expressways
3 - Other Principal Arterials
4 - Minor Arterials
5 - Major Collectors
6 - Minor Collectors
7 - Local Streets

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

1 - Preventive Maintenance and Rehabilitation
1. Energy Sector Initiative
1. Proposition 1
2M or 2U - Metropolitan and Urban Corridor Projects
2 MPO – Proposition 1
3 - Non-Traditionally Funded Transportation Projects
4 - Statewide Connectivity Corridor Projects

4. Proposition 1
5- Congestion & Mitigation Air Quality Funds (CMAQ)
6- Structures Replacement & Rehabilitation
   - Highway Bridge Program, and Federal Railroad Grade Separation Program
7- Metropolitan Mobility and Rehabilitation
8 - Safety
   - Highway Safety Improvement Program, the High Risk Rural Roads Sub Program, the Safety Bond Program, and the Federal Railway Highway Safety Program
9 – Transportation Enhancements
   - The Transportation Enhancements Program, The Safety Rest Area Program, and the Transportation Alternatives Program
10 – Supplemental Transportation Projects
   - Green Ribbon Landscape Improvement Program, Curb Ramp Program, Miscellaneous Landscape Incentive Award Program, Coordinated Border Infrastructure Program, Railroad Rehabilitation and Improvement Projects, Railroad Grade Crossing and Replanking Program and the Railroad Signal Maintenance Program or Earmarks.
11- District Discretionary
11 Proposition 1 (Energy Sector)
11 Rider 11b
12 - Strategic Priority
   - CMAQ and STP-MM Reconciliation
FLHP - Federal Land Highway Program
FTA - Federal Transit Administration Funding

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

Grouped Statewide Projects
Under 23 CFR 450.324(i) projects proposed for FHWA and/or FTA funding that are not considered by the State and MPO to be of appropriate scale for individual identification in a given program year **may be grouped by function, geographic area, and work type** by using applicable classifications under 23 CFR 771.117(c) and (d). In non-attainment and maintenance areas, these classifications must be consistent with the exempt project classifications contained in the U.S. EPA transportation conformity requirements (40 CFR Part 51).

The Laredo MPO is participating by grouping some projects in the Transportation Improvement Program (TIP) that are covered in the Texas Statewide Transportation Improvement Program (STIP). The Texas STIP can be located at http://www.txdot.gov/government/programs/stips.html and the Laredo STIP at http://ftp.dot.state.tx.us/pub/txdot-info/tpp/stip/2015-2018/highway/laredo.pdf. Financial accountability for these projects are the responsibility of the STIP, therefore, are not accounted for in the Financial Summary for the Laredo MPO totals. These projects are "exempt" from conformity requirements. These projects do not need policy approval by the Policy Committee for the purpose of revisions. See the following grouped project categories, and the "Definition of Grouped Projects."

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

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

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

MPO Self-Certification

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Laredo Urban Transportation Study, the Metropolitan Planning Organization, for the Laredo urbanized area(s) hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

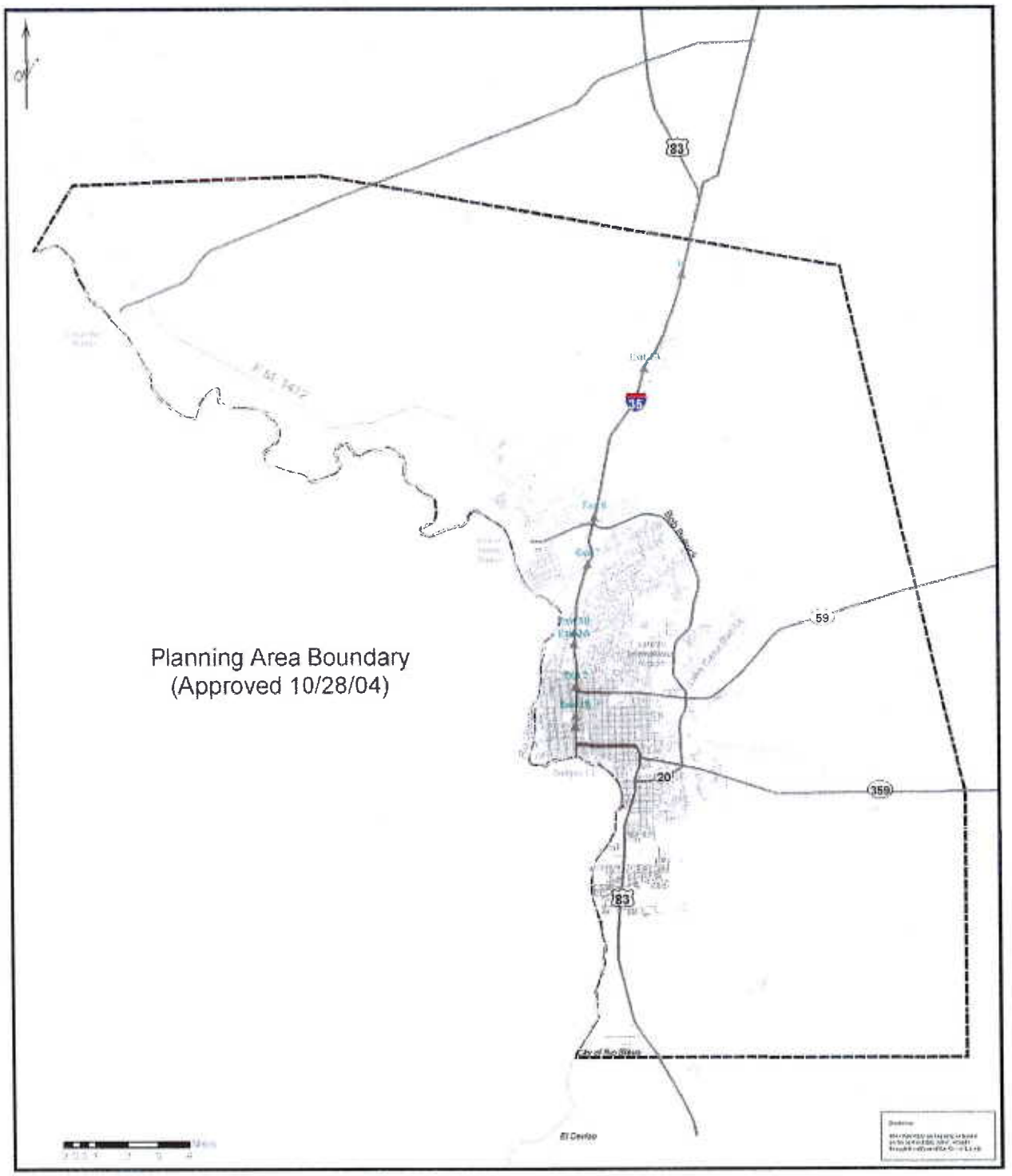
1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3) Title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

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

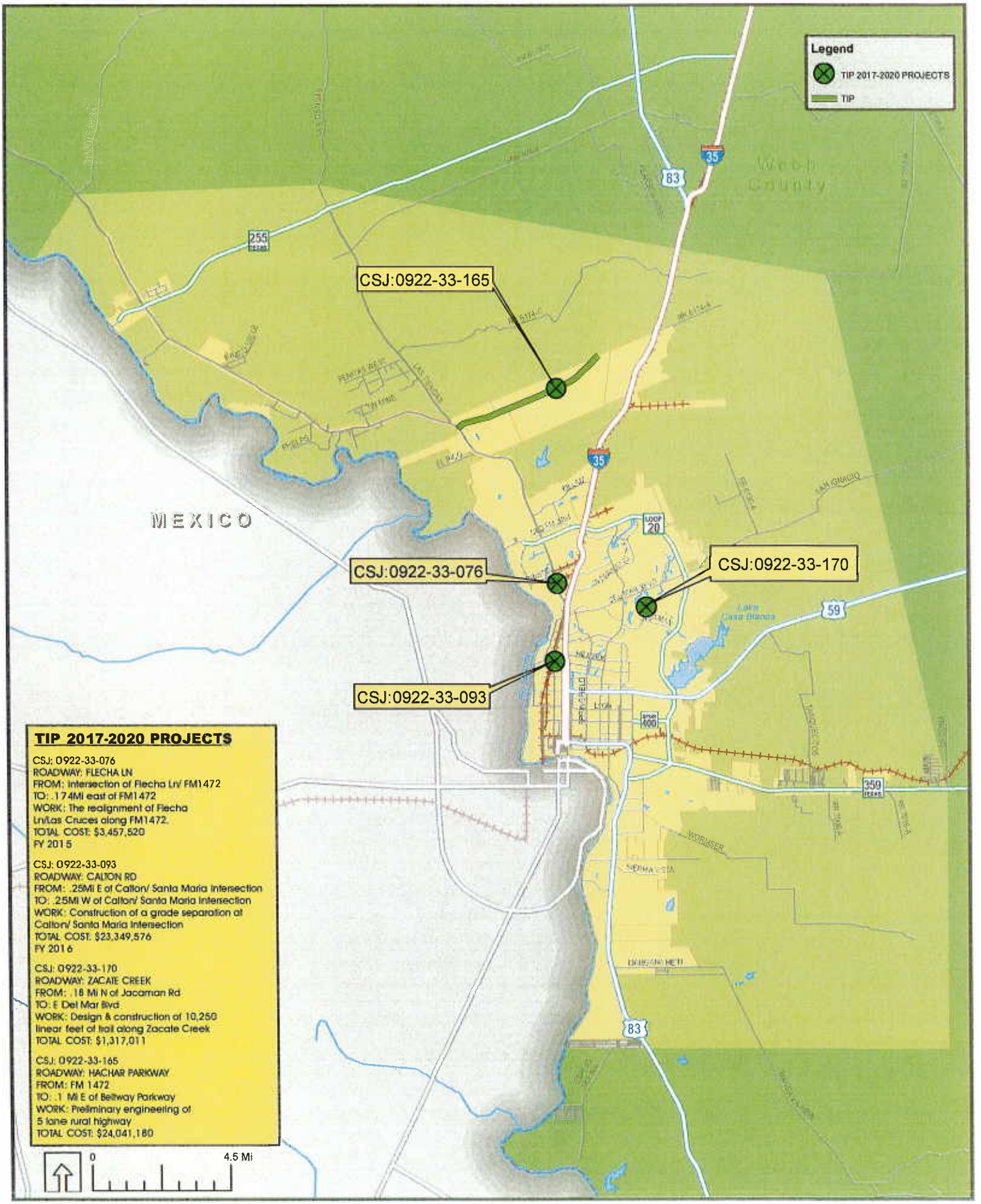
STATUS OF MAJOR PROJECTS FROM PRIOR YEARS

DISTLET	HWY	CSJ	LIMITS FROM	LIMITS TO	LAYMANS	ESTCSTCOST	PHASE
Jul-15	VA	0018-06-168	US 59 AND LP 20		IMPROVE TRAFFIC SIGNALS	210,473	UNDER CONSTRUCTION
Aug-14	SL 20	0086-14-046	0.457 MI S OF SS 400 (KCS RR OVP)	0.450 MI N OF US 59 (STA. 140+00)	CONSTRUCTION OF OVERPASS AT SS 400	35,877,878	UNDER CONSTRUCTION
Dec-15	SL 20	0086-14-066	0.45 MI EAST OF INTERNATIONAL BLVD	0.25 MI WEST OF MCPHERSON ROAD	CONSTRUCTION OF OVERPASS AT INTERNATIONAL	21,976,081	UNDER CONSTRUCTION
Aug-15	SL 20	0086-14-061	SH 359	SPUR 400	WIDEN EXISTING BRIDGE	25,541,056	UNDER CONSTRUCTION
Jan-15	FM 1472	2150-04-062	1.321 MI SOUTH OF SH 255 (NB)	0.226 MI N OF PAN AMERICAN BLVD (NB)	RESURFACE OF EXISTING HIGHWAY	8,950,806	UNDER CONSTRUCTION

Laredo Metropolitan Planning Organization



2017-2020 TIP
LOCATIONS OF PROJECTS



FEDERAL HIGHWAY

NON-GROUPED
PROJECTS
AND
FINANCIAL SUMMARY

MPO / Laredo District - 22

Initial FY 2017 - 2020 Transportation Improvement Program

Funding by Category

		FY 2017		FY 2018		FY 2019		FY 2020		Total FY 2017 - 2020	
Category	Description	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
2M or 2U	Urban Area (Non-TMA) Corridor Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3	Non-Traditionally Funded Transportation Project	$12,645,719	$12,645,719	$22,963,054	$22,963,054	$0	$0	$0	$0	$35,608,773	$35,608,773
4	Statewide Connectivity Corridor Projects	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5	CMAQ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5 Flex	Map21 Flex	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
6	Structures	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
7	Metro Mobility & Rehab	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
8	Safety	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
9	Enhancements	$1,238,335	$1,238,335	$0	$0	$0	$0	$0	$0	$1,238,335	$1,238,335
9 Flex	TAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
10	Supplemental Transportation	$11,512,790	$11,512,790	$0	$0	$0	$0	$0	$0	$11,512,790	$11,512,790
10 CBI	Corridor Border	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
11	District Discretionary	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12	Strategic Priority	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12C	Strategic Priority RECON	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
12S	Strategic Priority RECON	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SBPE	Strategy Budget PE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SB 102	Strategy 102	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Total	$25,396,844	$25,396,844	$22,963,054	$22,963,054	$0	$0	$0	$0	$48,359,898	$48,359,898

Funding Participation Source

Source	FY 2017	FY 2018	FY 2019	FY 2020	Total
Federal	$10,581,256	$0	$0	$0	$10,581,256
State	$1,922,202	$0	$0	$0	$1,922,202
Local Match	$247,667	$0	$0	$0	$247,667
CAT 3 - Local Contributions (LC)	$12,645,719	$22,936,054	$0	$0	$35,581,773
CAT 3 - Prop 1	$0	$0	$0	$0	$0
CAT 3- Prop 7	$0	$0	$0	$0	$0
CAT 3 - Prop 12	$0	$0	$0	$0	$0
CAT 3 - Prop 14 Bonds	$0	$0	$0	$0	$0
CAT 3 - Texas Mobility Fund	$0	$0	$0	$0	$0
CAT 3 - Vehical Registration Fees - VTR	$0	$0	$0	$0	$0
CAT 3 - RTR	$0	$0	$0	$0	$0
CAT 3 - SH 121 Toll Revenue	$0	$0	$0	$0	$0
CAT 3 - SH 161 Toll Revenue	$0	$0	$0	$0	$0
CAT 3 - SH 130 Concession Revenue	$0	$0	$0	$0	$0
CAT 3 - PTF	$0	$0	$0	$0	$0
CAT 3 - Unique Federal Program - Tiger II	$0	$0	$0	$0	$0
CAT 3 - TDC	$0	$0	$0	$0	$0
Other - Section 5306	$0	$0	$0	$0	$0
Other - Strategy PE Budget	$0	$0	$0	$0	$0
Other - Stragegy 102 Budget	$0	$0	$0	$0	$0
Total	$25,396,844	$22,936,054	$0	$0	$48,332,898

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2017-2020
LAREDO METROPOLITAN PLANNING ORGANIZATION
FY 2017

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-076	CS	C,E			$ 2,080,385

LIMITS FROM INTERSECTION OF FM 1472 AND FLECHA
LIMITS TO: 0.174 MILES EAST OF FM 1472
PROJECT DESCR: REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM 1472
REMARKS P7:

REVISION DATE: 07/2016
MPO PROJ NUM:
FUNDING CAT(S): 10,LC

PROJECT HISTORY: FOR THE REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM1472 & FOR THE PE WORK OF A GRADE SEP AT CALTON RD/SANTA MARIA INT

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	92,841
ROW PURCHASE:	$	1,250,000
CONST COST:	$	1,894,704
CONST ENG:	$	92,841
CONTING:	$	23,684
IND COSTS:	$	0
BND FINANCING:	$	0
TOTAL PRJ COST:	$	3,457,520

COST OF APPROVED PHASES: $ 2,080,385

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
10-MISC:	$ 1,098,378	$ 274,595	$ 0	$ 0	$ 1,372,973
LOCAL CONTR:	$ 0	$ 0	$ 0	$ 707,412	$ 707,412*
TOTAL:	$ 1,098,378	$ 274,595	$ 0	$ 707,412	$ 2,080,385

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-093	CS	C,E,R			$ 22,078,124

LIMITS FROM 0.25 M EAST OF CALTON/SAN MARIA_INT
LIMITS TO: 0.25 M WEST OF CALTON/SAN MARIA INT
PROJECT DESCR: FOR THE CONSTRUCTION OF A GRADE SEPARATION AT CALTON/SAN MARIA INTERSECTION
REMARKS P7:

REVISION DATE: 07/2016
MPO PROJ NUM:
FUNDING CAT(S): 10,LC

PROJECT HISTORY: FOR THE CONSTRUCTION OF A GRAD SEP AT CALTON/SAN MARIA INT STIP APPR 4/13/09;$27,546,031-LM/AGIL

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	832,903
ROW PURCHASE:	$	3,450,000
CONST COST:	$	16,998,015
CONST ENG:	$	797,207
CONTING:	$	508,241
IND COSTS:	$	0
BND FINANCING:	$	0
TOTAL PRJ COST:	$	23,349,576

COST OF APPROVED PHASES: $ 22,078,124

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
10-MISC:	$ 8,492,211	$ 1,647,606	$ 0	$ 0	$ 10,139,817
LOCAL CONTR:	$ 0	$ 0	$ 0	$ 11,938,307	$ 11,938,307*
TOTAL:	$ 8,492,211	$ 1,647,606	$ 0	$ 11,938,307	$ 22,078,124

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-170	CS	C,E			$ 1,238,335

LIMITS FROM AT ZACATE CREEK
LIMITS TO:
PROJECT DESCR: ZACATE CREEK MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL
REMARKS P7:

REVISION DATE: 07/2016
MPO PROJ NUM:
FUNDING CAT(S): 9

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	54,528
ROW PURCHASE:	$	0
CONST COST:	$	1,112,810
CONST ENG:	$	70,997
CONTING:	$	14,355
IND COSTS:	$	0
BND FINANCING:	$	0
TOTAL PRJ COST:	$	1,317,011

COST OF APPROVED PHASES: $ 1,238,335

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
9-ENHANCEMTS:	$ 990,668	$ 0	$ 247,667	$ 0	$ 1,238,335*
TOTAL:	$ 990,668	$ 0	$ 247,667	$ 0	$ 1,238,335

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

* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2017-2020
LAREDO METROPOLITAN PLANNING ORGANIZATION
FY 2018

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-165	CS	C,E			$ 22,936,054

LIMITS FROM FM 1472
LIMITS TO: 0.100 MILES E OF BELTWAY PARKWAY
REVISION DATE: 07/2016
MPO PROJ NUM:
PROJECT DESCR: PRELIMINARY ENGINEERING FOR 5 LANE RURAL HIGHWAY SCHEMATIC AND ENVIRONMENTAL
FUNDING CAT(S): LC
REMARKS P7:
PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$ 1,023,651	COST OF APPROVED PHASES:
ROW PURCHASE:	$ 0	
CONST COST:	$ 20,890,841	
CONST ENG:	$ 1,021,562	$ 22,936,054
CONTING:	$ 236,067	
IND COSTS:	$ 0	
BND FINANCING:	$ 0	
TOTAL PRJ COST:	$ 24,041,180	

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
LOCAL CONTR:	$ 0	$ 0	$ 0	$ 22,936,054	$ 22,936,054*
TOTAL:	$ 0	$ 0	$ 0	$ 22,936,054	$ 22,936,054

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

* FUNDING NOT FIXED

TRANSIT
PROJECTS
AND
FINANCIAL SUMMARY

Laredo - District Number 22

FY 2017 - 2020 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

	Transit Program	FY 2017			FY 2018			FY 2019		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	$3,837,360	$10,759,459	$14,596,819	$3,837,360	$10,759,459	$14,596,819	$3,837,360	$10,759,459	$14,596,819
2	Sec. 5307 - Urbanized Formula <200K			$0			$0			$0
3	Sec. 5309 - Fixed Guideway Investment			$0			$0			$0
4	Sec. 5337 - State of Good Repair			$0			$0			$0
5	Sec. 5339 - Bus & Bus Facilities >200k	$312,710	$78,178	$390,888	$312,710	$78,178	$390,888	$312,710	$78,178	$390,888
6	Sec. 5310-Seniors&People w/Disabilities >200k	$162,313	$40,578	$202,891	$162,313	$40,578	$202,891	$162,313	$40,578	$202,891
7	Sec. 5316 - JARC >200K			$0			$0			$0
8	Sec. 5317 - New Freedom >200K			$0			$0			$0
9	Other FTA			$0			$0			$0
10	Regionally Significant or Other (incl FHWA transfers)			$0			$0			$0
	Total Funds	**$4,312,383**	**$10,878,215**	**$15,190,598**	**$4,312,383**	**$10,878,215**	**$15,190,598**	**$4,312,383**	**$10,878,215**	**$15,190,598**
	Transportation Development Credits									
	Requested			$0			$0			$0
	Awarded			$0			$0			$0

All Figures in Year of Expenditure (YOE) Dollars

	Transit Programs	FY 2020			Total		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	$3,837,360	$10,759,459	$14,596,819	$15,349,440	$43,037,836	$58,387,276
2	Sec. 5307 - Urbanized Formula <200K			$0	$0	$0	$0
3	Sec. 5309 - Fixed Guideway Investment			$0	$0	$0	$0
4	Sec. 5337 - State of Good Repair			$0	$0	$0	$0
5	Sec. 5339 - Bus & Bus Facilities >200k	$312,710	$78,178	$390,888	$1,250,840	$312,712	$1,563,552
6	Sec. 5310-Seniors&People w/Disabilities >200k	$162,313	$40,578	$202,891	$649,252	$162,312	$811,564
7	Sec. 5316 - JARC >200K			$0	$0	$0	$0
8	Sec. 5317 - New Freedom >200K			$0	$0	$0	$0
9	Other FTA			$0	$0	$0	$0
10	Regionally Significant or Other (incl FHWA transfers)			$0	$0	$0	$0
	Total Funds	**$4,312,383**	**$10,878,215**	**$15,190,598**	**$17,249,532**	**$43,512,860**	**$60,762,392**
	Transportation Development Credits						
	Requested			$0			$0
	Awarded			$0			$0

FY 2017 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

General Project Information

Project Sponsor	City of Laredo
MPO Project Information (reference number, etc)	
Apportionment Year	2017
Project Phase	
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.
Sec 5307 ID Number	
Amendment Date & Action	

Funding Information (YOE)

Federal Funding Category	**5307**
Federal (FTA) Funds	$3,260,305
State Funds from TxDOT	577,055
Other Funds	10,759,459
Fiscal Year Cost	**$14,596,819**
Total Project Cost	$14,596,819
Trans. Dev. Credits Requested	$0
Trans. Dev. Credits Awarded (Date & Amount)	$0

General Project Information

Project Sponsor	City of Laredo
MPO Project Information (reference number, etc)	
Apportionment Year	2017
Project Phase	
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Project includes Capital investment and Operating assistance.
Sec 5310 ID Number	
Amendment Date & Action	

Funding Information (YOE)

Federal Funding Category	**5310**
Federal (FTA) Funds	$162,313
State Funds from TxDOT	0
Other Funds	40,578
Fiscal Year Cost	**$202,891**
Total Project Cost	$202,891
Trans. Dev. Credits Requested	$0
Trans. Dev. Credits Awarded (Date & Amount)	$0

General Project Information

Project Sponsor	City of Laredo
MPO Project Information (reference number, etc)	
Apportionment Year	2017
Project Phase	
Brief Project Description:	This project is for bus replacements and bus facility improvements.
Sec 5339 ID Number	
Amendment Date & Action	

Funding Information (YOE)

Federal Funding Category	**5339**
Federal (FTA) Funds	$312,710
State Funds from TxDOT	0
Other Funds	78,178
Fiscal Year Cost	**$390,888**
Total Project Cost	$390,888
Trans. Dev. Credits Requested	$0
Trans. Dev. Credits Awarded (Date & Amount)	$0

FY 2017 TRANSIT PROJECT DESCRIPTIONS
LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$0
		State Funds from TxDOT	0
		Other Funds	3,720,000
Apportionment Year	2017	**Fiscal Year Cost**	**$3,720,000**
Project Phase			
Brief Project Description:	Bus Replacements. 8 Heavy-duty transit buses. This project will be funded on the approval of the Sale of Bonds.	**Total Project Cost**	$3,720,000
		Trans. Dev. Credits Requested	$0
Sec 5309 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

FY 2018 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$3,260,305
		State Funds from TxDOT	577,055
		Other Funds	10,759,459
Apportionment Year	2018	**Fiscal Year Cost**	**$14,596,819**
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	**Total Project Cost**	$14,596,819
		Trans. Dev. Credits Requested	$0
Sec 5307 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5310**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$162,313
		State Funds from TxDOT	0
		Other Funds	40,578
Apportionment Year	2018	**Fiscal Year Cost**	**$202,891**
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	**Total Project Cost**	$202,891
		Trans. Dev. Credits Requested	$0
Sec 5310 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$312,710
		State Funds from TxDOT	0
		Other Funds	78,178
Apportionment Year	2018	**Fiscal Year Cost**	**$390,888**
Project Phase			
Brief Project Description:	This project is for bus replacements and bus facility improvements.	**Total Project Cost**	$390,888
		Trans. Dev. Credits Requested	$0
Sec 5339 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

FY 2019 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$3,260,305
		State Funds from TxDOT	577,055
		Other Funds	10,759,459
Apportionment Year	2019	**Fiscal Year Cost**	**$14,596,819**
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	**Total Project Cost**	$14,596,819
		Trans. Dev. Credits Requested	$0
Sec 5307 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5310**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$162,313
		State Funds from TxDOT	0
		Other Funds	40,578
Apportionment Year	2019	**Fiscal Year Cost**	**$202,891**
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	**Total Project Cost**	$202,891
		Trans. Dev. Credits Requested	$0
Sec 5310 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$312,710
		State Funds from TxDOT	0
		Other Funds	78,178
Apportionment Year	2019	**Fiscal Year Cost**	**$390,888**
Project Phase			
Brief Project Description:	This project is for bus replacements and bus facility improvements.	**Total Project Cost**	$390,888
		Trans. Dev. Credits Requested	$0
Sec 5339 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

FY 2020 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5307**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$3,260,305
		State Funds from TxDOT	577,055
		Other Funds	10,759,459
Apportionment Year	2020	**Fiscal Year Cost**	**$14,596,819**
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	**Total Project Cost**	$14,596,819
		Trans. Dev. Credits Requested	$0
Sec 5307 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5310**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$162,313
		State Funds from TxDOT	0
		Other Funds	40,578
Apportionment Year	2020	**Fiscal Year Cost**	**$202,891**
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	**Total Project Cost**	$202,891
		Trans. Dev. Credits Requested	$0
Sec 5310 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

General Project Information		Funding Information (YOE)	
Project Sponsor	City of Laredo	**Federal Funding Category**	**5339**
MPO Project Information (reference number, etc)		**Federal (FTA) Funds**	$312,710
		State Funds from TxDOT	0
		Other Funds	78,178
Apportionment Year	2020	**Fiscal Year Cost**	**$390,888**
Project Phase			
Brief Project Description:	This project is for bus replacements and bus facility improvements.	**Total Project Cost**	$390,888
		Trans. Dev. Credits Requested	$0
Sec 5339 ID Number		**Trans. Dev. Credits Awarded (Date & Amount)**	$0
Amendment Date & Action			

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Tuesday, May 10, 2016 1:28 PM
To: Vanessa Guerra; Ana Duncan; Alberto Ramirez; Roberto Rodriguez III
Cc: Nathan R. Bratton; Angelica Quijano
Subject: RE: Upcoming Action: 2017-2020 TIP and project let date updates

Vanessa,

We finally got approval to change Revision field to new TIP date (07/2016). I already started updating the fields.

The two projects you mention 0086-14-072 and 0922-33-066 are not financially constrained and should not be included in the TIP.
The following should be included:
FY 2017
0922-33-076
0922-33-093
0922-33-170
FY 2018
0922-33-165

I will get with construction to get you the "Status of Ongoing Projects List".
As soon as I finish with the revision field I'll get a run for you and can help you set up your summary sheet.

From: Vanessa Guerra [mailto:vguerra@ci.laredo.tx.us]
Sent: Thursday, May 05, 2016 4:52 PM
To: Ana Duncan; Randy Aguilar; Alberto Ramirez
Cc: Nathan R. Bratton
Subject: FW: Upcoming Action: 2017-2020 TIP and project let date updates

Hi, Quick question ...will TxDOT want to put projects 0086-14-072 and 0922-33-066 in the TIP? I noticed they were listed in 2018 in the UTP. I know 072 is pretty big, but I thought I would ask anyway. Let me know. Thanks. V.

From: Vanessa Guerra
Sent: Wednesday, May 04, 2016 7:19 PM
To: 'Ana Duncan'
Cc: Alberto Ramirez; Randy Aguilar; Nathan R. Bratton
Subject: RE: Upcoming Action: 2017-2020 TIP and project let date updates

Ana,

Thanks for the update on the Calton and Flecha projects. Unless TxDOT tells me differently, they will be included in FY 17.

As for the information needed for the 2017 -2020 TIP, coordination began early when I advised both TxDOT and Transit that the TIP materials were requested by the beginning of April. I received most of Transit's materials, but none of TxDOT's. Per Lori Morel's instructions, the finalized approved TIP must be submitted to eSTIP portal by Friday June 24th. If we work backwards that means:

June 20th - Policy Committee must approve the final TIP
June 14th – Tech committee gives final recommendations
May 16th – Draft TIP presented to Policy Committee, who then must initiate a 20 day public review and comment period
May 11th – Package goes out to the Policy Committee with the draft TIP
May 10th - Draft 2017- 2020 TIP will be presented at Tech Committee
May 6th – (two days from now) the Tech agenda goes out

In my early discussions with Transit and TxDOT, I had expressed my desire to present the draft document to the Policy Committee at the April 18th Policy meeting. This would allow us one month leeway to adopt the document before TXDOT's deadline. That is why I had requested the information be submitted at the beginning of April. When I did not receive it, I was not too concerned since I had built in a one month grace period into the schedule. In any case I figured the MPO would receive the information sometime in early April. By the 3rd week in April, I again requested the information no later than May 1. This would have given me about a week to prepare the communication, prepare maps, and prepare any MTP revision materials precipitated by the new TIP.

As of now only 3-5 working days remain before the draft must be presented to the Technical Committee. As we have discussed previously, the MPO always does its best to accommodate the District's eleventh hour requests, but in this case the schedule simply does not permit any more waiting.

In the absence of further direction from the District, I will assume that the draft 2017 - 2020 TIP will include the following three projects: Flecha, Calton and Zacate Creek in 17. This assumption is based solely on the current TIP and your directions regarding Calton and Flecha below. No other projects will be listed in FY 18, 19 or 20. Please send runs, a financial summary that include those three projects, and the status of ongoing projects list as soon as possible, but by Friday afternoon at the latest. If runs are not available let me know soonest so that I can make adjustments.

As always, let me know if I can help in any way.

Thanks, V

From: Ana Duncan [mailto:Ana.Duncan@txdot.gov]
Sent: Wednesday, May 04, 2016 4:20 PM
To: Vanessa Guerra; Nathan R. Bratton
Cc: Angelica Quijano; Alberto Ramirez; Randy Aguilar
Subject: Upcoming Action: 2017-2020 TIP and project let date updates

Vanessa,

As was briefly discussed at April's technical committee meeting, we will be submitting revised let dates for two projects currently scheduled for September 2017 letting. Both projects are currently within FY 2017, and although the let date will be changing, they will remain in FY 2017. I am coordinating with Gabriel Martinez on determining a revised let date for these projects.
CSJ 0922-33-093 Calton RR GS
CSJ 0922-33-076 Flecha/Las Cruces realignment

With the ongoing May revision to the TIP still not finalized, we currently cannot make any updates to our system regarding these or any other projects. Once we have the approval to move forward, we will provide you the documentation you need to move forward with the new 2017-2020 TIP. This email is to make you aware of the needed updates and begin the necessary coordination at an early stage.

Thank you.

Ana Alicia Duncan, P.E.
Transportation Engineer

Texas Department of Transportation - Laredo District
1817 Bob Bullock Loop * Laredo, TX 78045
O: 956/712-7460 F: 956/712-7401
Email: ana.duncan@txdot.gov

ClickIt OR Ticket
TxDOT

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Wednesday, May 18, 2016 11:18 AM
To: Vanessa Guerra
Cc: Ana Duncan
Subject: Laredo MPO 2017-2020 TIP
Attachments: 2017-2020 Financial Summary
Required Highway_STIP V13 AB 072016.xlsx; Laredo MPO 17-20 report.pdf; LRD MPO 17-20 groupincluded.pdf; StatusOfOngoingProjectsList.xlsx

Vanessa,

Attached is the runs with grouped projects on PDF titled groupincluded. The non-group portion is incorrect because it has 0922-33-166 on page 2 of 5 and should be 0922-33-165. I sent another run with PDF title report and this would replace the non-grouped.
Included is the Summary and the Status of Ongoing Projects.

Randy Aguilar
956-712-7457
Randy.Aguilar@txdot.gov

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE: 06-20-16	**SUBJECT:** A MOTION Receive public testimony and initiate a 20 day public review and comment period for the proposed FY 2017 Unified Planning Work Program (UPWP).
INITIATED BY: Staff	**STAFF SOURCE:** Nathan Bratton, MPO Director
PREVIOUS ACTION: None	

BACKGROUND:
The Unified Planning Work Program describes and schedules work to be undertaken by the Metropolitan Planning Organization during the 2017 fiscal period.

The final approved Unified Planning Work Program (UPWP) is due August 1, 2016. Listed below is the proposed budget:

Subtask	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
2.2 2013-2045 Travel Demand Model Update Proj	$100,000.00
3.1 TIP/UPWP/PPP/LEP/By-Laws/Title VI	$20,000.00
4.1 2015-2040 Metropolitan Transportation Plan	$5,000.00
5.1 Transit Plan Update	$40,000.00
5.2 Outer Loop Alignment Study	$250,000.00
5.3 Freight Mobility Plan	$250,000.00
5.4 Bicycle and Pedestrian Plan	$5,000.00
TOTAL	**$810,000.00**

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 2017

ADOPTED BY THE POLICY COMMITTEE ON: JULY 18, 2016
AMENDED ON:

DRAFT FY 2017 UPWP

LAREDO URBAN TRANSPORTATION STUDY
2017 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 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, 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 the FAST Act 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: • Laredo City Planner (Chairperson) • The General Manager of the City Transit System • Laredo Manager of Traffic Safety • Laredo Airport Manager • Laredo City Engineer • Laredo Bridge Manager	State Representatives: • TxDOT Planning Representative (Vice-Chairperson) • TxDOT Planning Representative • TxDOT Area Engineer • TxDOT Transportation Planning and Programming Field Representative
Federal representatives: • FHWA Planning Representative (Austin)	School system representatives • A representative of the Laredo Independent School District • A representative of the United Independent School District • A representative of Texas A&M International University • A representative of Laredo Community College
County and Regional Representatives: • Webb County Planning Director • South Texas Development Council Regional Planning Director • The General Manager of the Rural Transit System • Webb County Engineer	Private Sector Representatives: • A representative of the Kansas City Southern Railway Company • A representative of the Union Pacific Railroad Company • A representative of the Laredo Transportation Association • A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee

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. Private transportation providers are invited to participate in TIP development as members of the Technical Committee and as project evaluation committee members. Private consultants will be used for the completion of the Transit Plan Update, the Travel Demand Model Update Project, the Outer Loop Alignment Study, and the Freight Mobility Plan.

E. PLANNING ISSUES AND EMPHASIS

The current UPWP addresses the following transportation areas of concern in the MPO area:

- Growth, and Development Data and Projections
- Public Transportation Needs

- Alternative modes of transportation

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:

1. ***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. Appropriate 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.
2. ***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.
3. ***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 will evaluate 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 17

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

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. The site was also modified to include a section for Title VI information. MPO Staff received and reviewed the files and reports for the Congestion Management Project. The Travel Demand Data Development Project and the 2015-2040 MTP project were completed. Project maps were developed, retrieved and or printed as new projects were approved or considered. A Request for Qualifications was developed, and published for the Demographic Data Development Project (also identified as the 2013-2045 Travel Demand Model Update Project). Consultant selection and project initiation is anticipated by the end of FY 2016.

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)

2.2 2013-2045 Travel Demand Model Update Project - Objective: To collect and format all the demographic and roadway data necessary for input into the 2013-2045 Travel Demand Model. Expected Outcome: All demographic and roadway data, gathered and formatted, as necessary for submittal to TxDOT for their preparation of the 2013-2015 Travel Demand Model. TxDOT will update the model from a 2008 to a 2013 base year and from a 2040 forecast year to a 2045 forecast year (Non-Routine Work Effort – carry over project).

E. FUNDING & PARTICIPATION SUMMARY

Task 2.0 – FY 17

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Sect. 5307	Local	Total
2.1	LUTS	20,000	0	0	20,000
2.2	LUTS	100,000	0	0	100,000
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.

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, and the Public Participation Plan. 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, the 2016 and 2017 UPWP. In preparation for the federal certification review, Staff worked closely with the selected consultant on the TMA Certification Project, intended to prepare the MPO, its planning partners and organizational documents for both the mock and formal certification review process. The Certification Notebook was prepared and submitted to FHWA in advance of the mock review conducted in December of 2014. The Certification Project conducted with the assistance of a consultant was completed.

As a result of the Informal Certification Review, Staff received a number of commendations as well as recommendations for the improvement of the planning process. Staff completed implementation and development of said recommendations. The MPO prepared a supplementary Certification Notebook and participated in the Formal Certification Review conducted by the Federal Highway Administration (FHWA) in April of 2016. Staff developed and submitted the Annual Performance and Expenditure Report and the Annual Projects list. Staff also developed submitted all materials requested by the TxDOT office of Civil Rights during the Title VI desk audit. In June of 2016, the Office of Civil Rights notified MPO Staff the desk audit was complete and found that 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 also developed a Transportation Alternatives Program, issued a call for projects, and selected a project for funding based on adopted project selection procedures.

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 the Title VI documents. (Routine work effort- carried over from previous year)

E. FUNDING & PARTICIPATION SUMMARY

Task 3.0 - FY 17

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Sect. 5307	Local	Total
3.1	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.

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) to conform to state and federal requirements.

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.

E. FUNDING & PARTICIPATION SUMMARY

Task 4.0 - FY 17

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

[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

The Downtown Signalization Study was completed in FY 2008, the Transit Development Plan was completed in FY 09, the McPherson Corridor Capacity and Mobility Analysis Project was completed in FY 10. In FY 11 both the Bus Rapid Transit Plan and the Del Mar Corridor Study were completed. In FY 2013, the Para-Transit Plan Update was completed. 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.

D. SUBTASKS

5.1 Transit Development Plan-Objective: The study will include: the review and analysis of current operation data, including trend analysis and peer analysis; the evaluation of existing transit services and programs, the assessment of unmet transit needs and service gaps; analysis of individual and system route performance; assessment of current/future operating, capital, and matching needs with available resources; recommendations for service modifications/improvements, and guidance in the preparation of annual budgets. Expected Outcome: To update the study that was performed for the MPO in 2009. (Non-routine work effort - To be conducted by consultant) This is a carryover project.)

5.2 Outer Loop Alignment Study- Objective: The study will define alternative alignments, identify and assess potential environmental mitigation issues, include the requisite public outreach activities, and select a preferred alternative alignment for the Laredo Outer Loop. Expected Outcome: The study will identify a preferred alignment for corridor preservation and eventual construction of the proposed four-lane, controlled access, approximately 37 mile long facility identified as the Laredo Outer Loop. (Non-routine work effort - To be conducted by consultant.)

5.3 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.)

5.4 Bicycle and Pedestrian Plan –The MPO with the assistance of FHWA will develop a plan for creating an environment conducive for walking or cycling as a mode choice, as well as, providing recreational opportunities for walking and cycling in order to encourage a healthy lifestyle. The plan is expected to provide guidance for the development and implementation of an interconnected network of designated on-street bicycle facilities as well as off-roadway trails and sidewalks. Work is being conducted by FHWA, in collaboration with the MPO. There will be no costs from FHWA. (Non-routine work effort – to be conducted by FHWA and the MPO)

E. FUNDING & PARTICIPATION SUMMARY

Task 5.0 - FY 17

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Sect. 5307	Local	Total
5.1	LUTS	40,000	0	0	40,000
5.2	LUTS	250,000	0	0	250,000
5.3	LUTS	250,000	0	0	250,000
5.4	LUTS	5,000	0	0	5,000
TOTAL		**545,000**	**0**	**0**	**545,000**

[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.

TABLE 1 –BUDGET SUMMARY– FY 17

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	120,000	0	0	120,000
3.0	Short Range Planning	20,000	0	0	20,000
4.0	Metropolitan Transportation Plan	5,000	0	0	5,000
5.0	Special Studies	545,000	0	0	545,000
	TOTAL	**810,000**	**0**	**0**	**810,000**

[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.

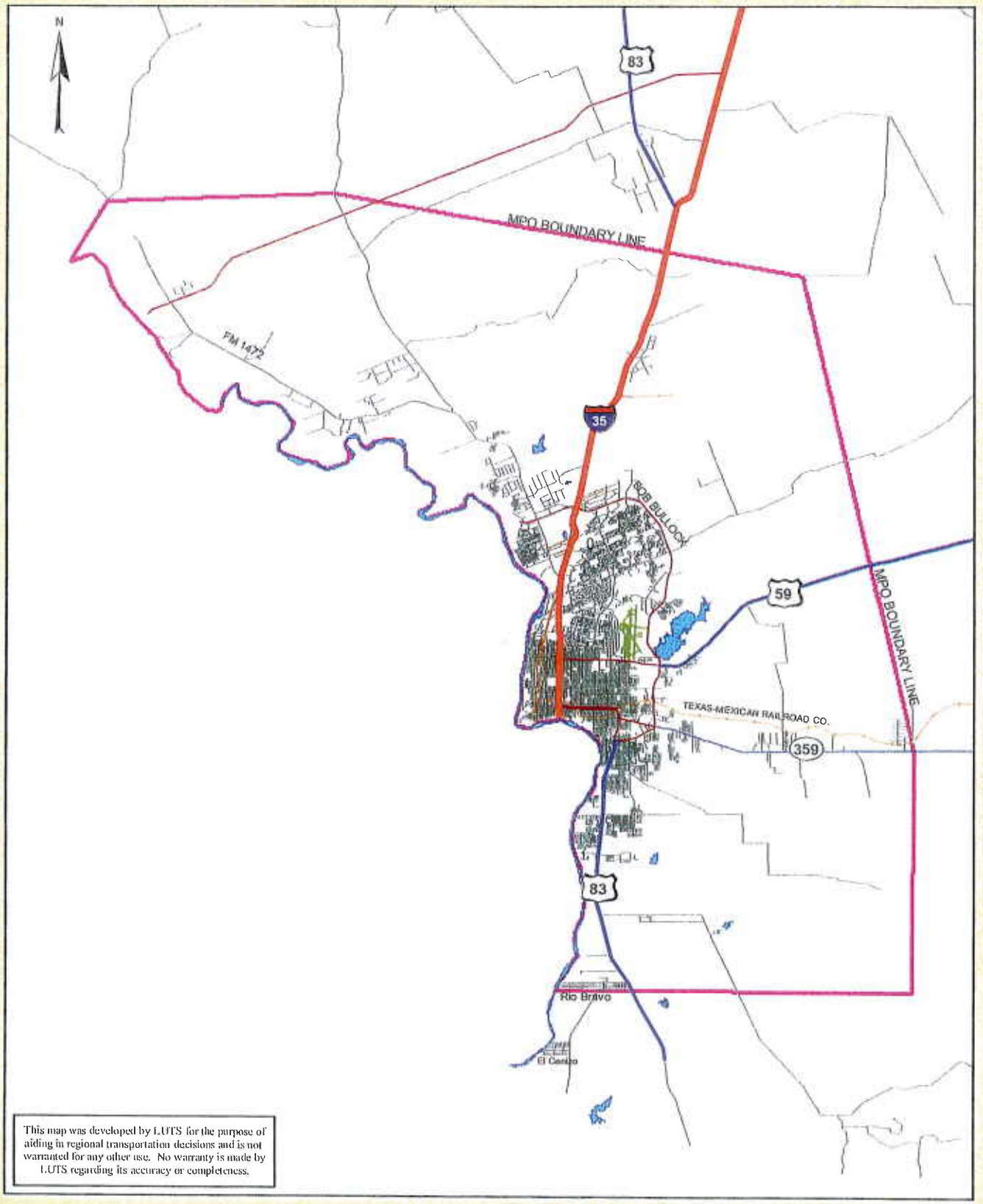
Combined Transportation Planning Funds[2]	$ 460,002.00
Estimated Unexpended Carryover	$ 349,998.00
TOTAL TPF	$ 810,000.00

[2] Estimate based on prior years authorizations

APPENDIX A

LAREDO URBAN TRANSPORTATION STUDY 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. Pete Alvarez.	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



This map was developed by LUTS for the purpose of aiding in regional transportation decisions and is not warranted for any other use. No warranty is made by LUTS regarding its accuracy or completeness.

Legend
Laredo MPO Boundary

DATE: December 2007

Laredo Metropolitan Planning Organization Boundary

City of Laredo
Planning Department

Source: ESRI Data & Maps CD
Created in ArcGIS 9 using ArcMap

State Plane 1983
South Texas
Feet

FY 2017 UPWP
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

FY 2017 UPWP
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 subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients 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

FY 2017 UPWP
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:

_____
Heberto L. "Beto" Ramirez-
Acting City Secretary
City of Laredo

FY 2017 UPWP
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:

_____
Heberto L. "Beto" Ramirez-
Acting City Secretary
City of Laredo

ACTION ITEM

DATE: 06-20-16	**SUBJECT:** Motion(s) Receive public testimony and approve a Motion to: accept the ranking of firms that submitted proposals in response to the Request for Qualifications (RFQ) issued for the development of the 2013-2045 Travel Demand Model Update Project, approve the selection of a professional services provider, and authorize Staff to enter into negotiations.

INITIATED BY: Staff	**STAFF SOURCE:** Nathan Bratton, Director of Planning

PREVIOUS COMMITTEE ACTION: None.

BACKGROUND:

The Unified Planning Work Program (UPWP) describes and schedules work to be undertaken by the MPO during the current fiscal period. The development of 2013-2045 Travel Demand Model Update Project is an objective of the 2016 Unified Planning Work Program, adopted by the MPO in Subtask 2.2

2.2 Demographic Data Development Project:
Objective: To collect and format all the demographic data necessary for input into the 2013-2045 Travel Demand Model. Expected Outcome: all demographic and roadway data, gathered and formatted as necessary for submittal to TxDOT for the preparation of the 2013-2045 Travel Demand Model. TxDOT will update the model from a 2008 to a 2013 base year and from a 2040 forecast year to a 2045 forecast year (Non-Routine work effort-To be conducted by consultant. Project also identified as 2013-2045 Travel Demand Model Update.)

Request for Qualifications:
A Request for Qualification was developed and published on March 18, 2016 (*see attached RFP*)

Evaluation:
A ten member Selection Committee comprised of representatives of the City, TxDOT, El Metro, the County, the MPO, and TAMIU were tasked with evaluating the five submittals.

Selection Committee Results: (*see attached score sheets and ranking matrix*)
The Selection Committee ranked the submitting firms as follows:

1. CDM Smith
2. Alliance Transportation Group
3. WRA, LLP
4. C & M Associates
5. AIA Engineers, LTD

FINANCIAL IMPACT:
The 2016 UPWP allocated $100,000 to the project.

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

Project Name: 2013-2045 Travel Demand Model Update Project
Proposal scores/rankings

Point methodology:

1st	=	5 pts
2nd	=	4 pts
3rd	=	3 pts
4th	=	2 pts
5th	=	1 pt

Selection Committee

	C & M Associates			CDM Smith			AIA Engineers, LTD			Alliance Transportation			WRA, LLP		
	Raw	Rank	Pts	Raw	Rank	Pts	Raw	Rank	Pts	Raw	Rank	Pts	Raw	Rank	Pts
Gabriel Martinez-City Engineering	63	5	1	69	1	5	65	4	2	68	2	4	67	3	3
Andres Castañeda-Laredo MPO	57	2	4	58	1	5	46	5	1	56	3	3	48	4	2
Robert Peña-City Traffic	42	1	5	41	2	4	39	4	2	40	3	3	41	2	4
Janie Temple-TxDOT	52	3	3	64	1	5	47	4	2	64	1	5	62	2	4
Albert Ramirez-TxDOT	52	3	3	64	1	5	49	4	2	53	2	4	49	4	2
Sara Garza-TxDOT	54	5	1	69	1	5	62	3	3	67	2	4	60	4	2
Guillermo Cuellar-County Engineering	59	4	2	58	5	1	64	2	4	70	1	5	61	3	3
Claudia San Miguel-Transit El Metro*															
Rhonda Tiffin-County Planning*															
Adrian Dominguez-TAMIU*															
Total Points	379		19	423		30	372		16	418		28	388		20

*Scores not submittted

2013-2045 Travel Demand Model Update

Project: 2013-2045 Travel Demand Model Update		Reviewed by: Traffic Safety Robert Porter for Roberto Munoz				
Criteria	Points	Firm 1	Firm 2	Firm 3	Firm 4	Firm 5
		C & M Associates, Inc.	CDM Smith	AIA Engineers, LTD.	Alliance Transportation Group	WRA, LLP
Ability to perform	10	10	9	9	8	9
Recent Experience	14	13	13	12	13	13
Reputation	3					
Professional background and caliber	10					
Quality of projects	15	15	14	14	13	14
Familiar with study areas	5	4	5	4	5	4
Capability of branch office	5				1	1
Degree of Interest	5					
Aff. Action Program	5					
Total:	72	42	41	39	40	41
Rank		1	2	4	3	2

2013-2045 Travel Demand Model Update

Project: 2013-2045 Travel Demand Model Update		Reviewed by: Janie Temple				
Criteria	Points	Firm 1	Firm 2	Firm 3	Firm 4	Firm 5
		C & M Associates, Inc.	CDM Smith	AIA Engineers, LTD.	Alliance Transportation Group	WRA, LLP
Ability to perform	10	7	9	7	9	9
Recent Experience	14	9	12	8	12	12
Reputation	3	3	3	3	3	3
Professional background and caliber	10	9	9	8	9	9
Quality of projects	15	10	14	9	14	14
Familiar with study areas	5	4	4	3	4	4
Capability of branch office	5	4	4	4	4	4
Degree of Interest	5	3	5	2	5	5
Aff. Action Program	5	3	4	3	4	2
Total:	72	52	64	47	64	62
Rank		3	1	4	1	2

2013-2045 Travel Demand Model Update

Project: 2013-2045 Travel Demand Model Update		Reviewed by: Albert Ramirez				
Criteria	Points	Firm 1	Firm 2	Firm 3	Firm 4	Firm 5
		C & M Associates, Inc.	CDM Smith	AIA Engineers, LTD.	Alliance Transportation Group	WRA, LLP
Ability to perform	10	8	8	7	8	7
Recent Experience	14	11	11	10	10	10
Reputation	3	3	3	3	3	3
Professional background and caliber	10	8	10	8	8	8
Quality of projects	15	10	14	10	12	10
Familiar with study areas	5	4	5	3	4	3
Capability of branch office	5	4	4	4	4	4
Degree of Interest	5	4	4	4	4	4
Aff. Action Program	5	0	5	0	0	0
Total:	72	52	64	49	53	49
Rank		3	1	4	2	4

2013-2045 Travel Demand Model Update

Project: 2013-2045 Travel Demand Model Update		Reviewed by: Sara Garza				
Criteria	Points	Firm 1	Firm 2	Firm 3	Firm 4	Firm 5
		C & M Associates, Inc.	CDM Smith	AIA Engineers, LTD.	Alliance Transportation Group	WRA, LLP
Ability to perform	10	9	10	9	10	9
Recent Experience	14	12	14	12	13	13
Reputation	3	2	3	3	3	3
Professional background and caliber	10	8	9	9	10	10
Quality of projects	15	9	14	12	13	13
Familiar with study areas	5	3	5	2	5	3
Capability of branch office	5	3	4	5	4	3
Degree of interest	5	3	5	5	5	3
Aff. Action Program	5	5	5	5	4	3
Total:	72	54	69	62	67	60
Rank		5	1	3	2	4

2013-2045 Travel Demand Model Update

Project: 2013-2045 Travel Demand Model Update		Reviewed by: Guillermo B. Guellar, PE Guillermo B. Guellar, PE.				
Criteria	Points	Firm 1	Firm 2	Firm 3	Firm 4	Firm 5
		C & M Associates, Inc.	CDM Smith	AIA Engineers, LTD.	Alliance Transportation Group	WRA, LLP
Ability to perform	10	9	7	10	10	8
Recent Experience	14	10	13	9	12	14
Reputation	3	3	2	3	3	3
Professional background and caliber	10	9	8	9	9	9
Quality of projects	15	13	8	14	14	11
Familiar with study areas	5	3	4	5	5	4
Capability of branch office	5	3	8	4	7	4
Degree of Interest	5	4	3	5	5	3
Aff. Action Program	5	5	5	5	5	5
Total:	72	59	58	64	70	61
Rank		4	5	2	1	3

2013-2045 Travel Demand Model Update

5/3/16

Project: 2013-2045 Travel Demand Model Update		Reviewed by: GABRIEL MARTINEZ, PE - CITY ENGINEERING DEPT				
Criteria	Points	Firm 1	Firm 2	Firm 3	Firm 4	Firm 5
		C & M Associates, Inc. DALLAS	CDM Smith HOUSTON	AIA Engineers, LTD. SA	Alliance Transportation Group AUSTIN	WRA, LLP AUSTIN
Ability to perform	10	10	10	10	10	10
Recent Experience	14	8	12	9	11	10
Reputation	3	3	3	3	3	3
Professional background and caliber	10	10	10	10	10	10
Quality of projects	15	15	15	15	15	15
Familiar with study areas	5	3	5	4	5	5
Capability of branch office	5	4	4	4	4	4
Degree of Interest	5	5	5	5	5	5
Aff. Action Program	5	5	5	5	5	5
Total:	72	63	69	65	68	67
Rank		5	1	4	2	3
			completed 2035 mtp in 2009		laredo landuse study san bern. study & non radio active route	laredo bus transit study

2013-2045 Travel Demand Model Update

Project: 2013-2045 Travel Demand Model Update		Reviewed by: Andres Castañeda				
Criteria	Points	Firm 1	Firm 2	Firm 3	Firm 4	Firm 5
		C & M Associates, Inc.	CDM Smith	AIA Engineers, LTD.	Alliance Transportation Group	WRA, LLP
Ability to perform	10	10	10	9	10	8
Recent Experience	14	12	13	11	13	12
Reputation	3	3	3	2	3	2
Professional background and caliber	10	10	8	7	8	7
Quality of projects	15	13	14	10	13	12
Familiar with study areas	5	4	5	3	4	3
Capability of branch office	5					
Degree of Interest	5	5	5	4	5	4
Aff. Action Program	5					
Total:	72	57	58	46	56	48
Rank		2	1	5	3	4

Laredo Urban Transportation Study

LAREDO, TEXAS
1755

REQUEST FOR PROPOSAL (RFP)
FOR PROFESSIONAL SERVICES

SUBJECT: 2013-2045 Travel Demand Model Update Study
FOR THE LAREDO URBAN TRANSPORTATION STUDY (MPO)

The Laredo Urban Transportation Study (MPO) solicits proposals for professional services for the update of the **2013-2045 Travel Demand Model Update Study.** Proposals shall be submitted in conformance with the requirements outlined in this RFP.

Proposals shall be received not later than 4:00 P.M. C.D.T. on April 25, 2016 in sealed envelopes marked "**2013-2045 Travel Demand Model Update Study** ". Proposals may be mailed to Mr. Doanh "Zone" T. Nguyen, Acting City Secretary, City of Laredo, P.O. Box 579, Laredo, Texas 78042-0579, or delivered to Mr. Doanh "Zone" T. Nguyen, Acting City Secretary, 3rd floor, City Hall, 1110 Houston St., Laredo, Texas, 78040. Questions concerning study parameters shall be directed to:

Andres Castañeda, GIS Technician
City of Laredo
Building Development Services
1120 San Bernardo Ave.
P.O. Box 579
Laredo, Texas 78042-0579

(956)794-1641
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Or

Vanessa Guerra, Transportation Planner III
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Nathan Bratton
Planning Director
City of Laredo

REQUEST FOR PROPOSAL

2013-2045 Travel Demand Model Update Study

PART I- SCOPE OF SERVICES

Purpose

The Laredo Metropolitan Planning Organization (MPO), in close cooperation with the Texas Department of Transportation (TXDOT), has been collecting and analyzing socio-demographic and transportation network data for updating the regional 2008-2040 travel demand model (TDM) to a 2013-2045 TDM. This data is incorporated into the Metropolitan Transportation Plan (MTP) and is used to determine corridors' existing and projected levels of service. The MPO is seeking a qualified consultant to collect socio-demographic and transportation network data, at the traffic analysis zones (TAZ) level, for the base year 2013 and the long term forecast year 2045, and successfully receive TxDOT approval on the data as collected.

Right to Amend, Modify or Withdraw RFP

The MPO reserves the right, in its sole discretion, to amend, or modify any provisions of this RFP, or to withdraw this RFP, at any time prior to award of the 2013-2045 Travel Demand Model Update Study, if it is in the best interest of the MPO. The decision of the MPO, or its designee, shall be administratively final in this regard.

Study Area

The project limits will encompass the Laredo Urban Area. Final determination of the study area will be made by MPO/City Staff in consultation with the selected firm.

Objectives of the Study

Task 1. Develop the 2013 (Base Year) Network

The current base year network will be developed by the consultant. This work will include the following:

- Review previous base year network maps as provided to determine that:
    - The network contains only collector streets or higher.
    - The network does not include facilities that no longer exist.
    - All network facilities are aligned properly.
    - The functional classes of all facilities are correct.
    - All facility types on the existing network are correct.
    - The number of lanes on the existing network is correct.
    - Ramp locations and orientation is correct.
    - The posted speed is complete and correct (please annotate a posted speed that represents the majority of the link).

- The directionality is correct.

- Identify regionally significant facilities that have been built, expanded, or modified since the previous model base year network. Only the changes that were completed by the time of the current base year traffic saturation counts should be included.

- All needed changes to the network (revisions to existing network and addition of new network) should follow the TxDOT standard facility type and color definitions (see Figure 1).

- Edits involving physical changes to the network geography (i.e., new links, alignments, removals) will be made using the following conventions:

  - All new links will be annotated with the current year in the EDITS_YEAR attribute field (i.e., if the network represents a 2013 base year, the new network link will be annotated with a 2013 in the EDITS_YEAR field as a means to identify new links).
  - The appropriate attributes will be annotated using the appended fields in the network dataview as noted in the next major bullet (e.g., OK/EDIT, FTYPE_EDIT, LANES_EDIT, etc.). These fields are listed last in the pending network geography. Do not populate the traditional fields that have existing data. The missing values will be one more indicator that the link represents a physical edit.
  - Removals will be provided in a list file (e.g. excel) that include the link ID, A-Node, B-Node, facility type, number of lanes, and roadway name.
  - "Stub" links will not be accepted.
  - Network removals will not create "stub" links.
  - Additional centroid connectors, unless absolutely necessary to locate potential new zones, will be the responsibility of TPP.
  - The COMMENT field should be utilized as much as possible to describe the suggested change.
  - Non-freeway level facilities should not be detail coded (e.g. directional links) unless there are supporting directional counts (e.g. divided principal arterials should not have directional links).
  - Detail code freeways and above.
  - Auxiliary acceleration and deceleration lanes should not be coded as through-lanes.
  - Regionally insignificant roads, such as residential loop roads, should not be included in the network inventory. This will eventually lead to an incompatibility between the network and the traffic analysis zone geography. Future year network additions may inform base year TAZ boundaries.
  - As noted earlier, please annotate the posted speed that best represents the length of the link between the a-node and b-node. This is especially true if there are a number of speed link transitions that are occurring over the length of the link. Please select the speed limit most encountered by drivers of that facility.
  - Roads that are realigned should be accompanied with a corresponding comment in the COMMENTS field (e.g., link realigned).
  - The pending network and pending zone geographies need to be as compatible as possible. The primary means of defining zone boundaries is the network. The pending network must be reviewed and accepted prior to initiating edits to the pending zone geography.

- For external station links, any detail coding should merge to a single non-directional link. The A-Node of this links should be the external station number.

- Changes to existing link attributes (i.e., facility type, number of lanes, speed, direction) will be made in the TransCAD highway/streets dataview layer which will be provided. The highway/streets dataview includes the following fields:

  OK/EDIT
  FTYPE_EDIT
  LANES_EDIT
  POSTED_SPEED_EDIT
  DIRECTION_EDIT
  MPO_EDIT_DESCRIPTION

  For each link the following editing conventions will be followed:

  - For each non-centroid connector link that is correct, type in "OK" in the OK/EDIT field. For each non-centroid connector link that requires changes, type in "EDIT" in the OK/EDIT column. Each non-centroid connector link will have either an "OK" or "EDIT" in this field. Networks that are not completely populated with either an OK or EDIT for non-centroid connector links will be returned for further review. For new links, please type "New Link" in dataview.
  - Type in the correct attribute(s) in the appropriate field. (See Figure 2).

Figure 1. Facility Type Codes and Color Description

Functional Class Code	Facility Type Code	Facility Types Descriptions	General Color Description	Detailed Color Description
1		**INTERSTATE FREEWAYS**	Yellow	
	1	Radial IH Freeways - Mainlines Only		
	2	Radial IH Freeways - Mainlines & Frontage Roads		
	3	Circumferential IH Freeways (Loops) - Mainlines Only		
	4	Circumferential IH Freeways (Loops) - Mainlines & Frontage Roads		
2		**OTHER FREEWAYS**	Orange	
	5	Radial Other Freeways - Mainlines Only		
	6	Radial Other Freeways - Mainlines & Frontage Roads		
	7	Circumferential Other Freeways (Loops) - Mainlines Only		
	8	Circumferential Other Freeways (Loops) - Mainlines & Frontage Roads		
3		**EXPRESSWAYS**	Purple	
	9	Radial Expressways		Dark
	10	Circumferential Expressways (Loops)		Light
4		**PRINCIPAL ARTERIALS**	Blue	
	11	Principal Arterial - Divided		Dark
	12	Principal Arterial - Continuous Left Turn Lane		Medium
	13	Principal Arterial - Undivided		Light
5		**MINOR ARTERIALS**	Dark Green	
	14	Minor Arterial - Divided		Dark
	15	Minor Arterial - Continuous Left Turn Lane		Medium
	16	Minor Arterial - Undivided		Light
6		**COLLECTORS**	Brown	
	17	Collector - Divided		Dark
	18	Collector - Continuous Left Turn Lane		Medium
	19	Collector - Undivided		Light
7		**FRONTAGE ROADS**	Mustard	
	20	Frontage Road		
8		**RAMPS**	Gray	
	21	Ramp (Between Frontage Road and Mainlines)		Dark
	22	Interchange Ramp (Freeway-to-freeway Interchange Ramps)		Light

Figure 2. Example of Highway/Street Dataview with Edits

Dataview1 - Highways Streets

ID	Length	Dir	[OK/EDIT]	FTYPE_EDIT	LANES_EDIT	POSTED_SPEED_EDIT	DIRECTION_EDIT	MPO_EDIT_DESCRIPTION
317	0.28	0	OK	--	--	--	--	
6758	0.15	0	OK	--	--	--	--	
327	0.18	0	OK	--	--	--	--	
328	0.16	0	EDIT	--	6	--	--	-- Widened from 4 to 6 lanes in 2009
331	0.17	0	OK	--	--	--	--	
332	0.27	0	EDIT	--	--	--	1	Frontage Rd converted from 2-way to 1-way
333	0.17	0	EDIT	11	--	--	--	-- Upgraded from undivided to divided
334	0.32	0	OK	--	--	--	--	
376	0.18	0	OK	--	--	--	--	
377	0.22	0	EDIT	--	--	50	--	
382	0.27	0	OK	--	--	--	--	
383	0.20	0	OK	--	--	--	--	
408	0.19	0	OK	--	--	--	--	
410	0.22	0	OK	--	--	--	--	
5611	0.39	0	EDIT	16	4	--	--	
412	0.37	0	OK	--	--	--	--	
422	0.33	0	EDIT	16	4	--	--	
446	0.32	0	OK	--	--	--	--	
7260	0.29	0	OK	--	--	--	--	
475	0.13	0	OK	--	--	--	--	
499	0.15	0	OK	--	--	--	--	
612	0.23	0	OK	--	--	--	--	

- Edits may be done in the TransCAD dataview.
- The MPO and TxDOT Transportation Planning and Programming will have 1 month to review the edited highway/street TransCAD dataview.
- Subsequent to the TxDOT review, the consultant will make any required changes within 2 weeks for general revisions to the maps or network geography, and edits to the highway/street TransCAD dataview file.

Deliverables:

1. TransCAD geography containing new and existing link edits for both base and forecast year(s) conditions.

Task 2. Develop Base-Year Traffic Analysis Zones

The current base year traffic analysis zone geography will be developed by the consultant. This work will include:

- Upon review and approval of the base year network, the consultant will develop a suggested TAZ geography using TransCAD. The TAZ geography should consider the need for future zone splits based on anticipated area growth and location of planned highway/street facilities.
- The location of the proposed fifth bridge shall be annotated as a comment in the base year TAZ geography.
- The numbering convention is sequential without any gaps (i.e.. 1 to n).
- For zones that are joined, the lower TAZ number should be preserved and the merged zone number (or number that is dropped) should be used elsewhere where a new zone is to be created. A comment should be included in the dataview to note that the zone number was moved.
- All zone splits will preserve the historical zone number in at least one of the polygons.
- For new zones, the numbering will begin after the last internal zone number from the previous model to maintain sequential zone numbering (if an existing zone number is not available from a previous zone edit).
- For new zones, an EDIT column should be created and annotated with a "NZ" for new zone.
- The zone numbering convention will be preserved as much as possible to assist with monitoring demographic changes from one base year to the next.
- The MPO and TxDOT TPP will have 1 month to review the proposed TAZ geography.
- Subsequent to MPO and TxDOT TPP review and comment, the consultant will make needed revisions to the TAZ geography within 2 weeks for general cases. Once the TAZ geography has been accepted, the network will have to be revised to include the zone changes and necessary revisions to centroid connector placement.

Deliverables:

1. CD/DVD containing the TAZ layer geographic file for use in TransCAD.

Task 3. Develop Socio-Economic Data for Base Year TAZ

Develop ***2013*** base year estimates for population, number of households, average household size, median household income (in base year dollars), employment by type (basic, retail, service, and education), total employment, and special generator information for each traffic analysis zone (TAZ). Additionally, in the data set identify the ***2013*** major group quarters data (type and population) for each traffic analysis zone. The group quarters data will be input into the data file for that zone and identified in the comment section of the data file. All base year TAZ data will need to be consistent with the control total data previously developed.

The median household income should come from the latest census and American Community Survey (ACS) data and converted to base year dollars. In cases where the census zones do not match the base year TAZ's, median income should be calculated as a weighted average based on population.

The data for employment will be the **2013** Texas Workforce Commission (TWC) employment for the base year and will be provided to the consultant. The type of employment (basic, service, retail, and education) will be consistent with the North American Industrial Classification System (NAICS) codes as shown in Table 2. The TWC file provided will have the employment type already identified for each establishment.

There are several issues with the TWC data that will need to be considered for this work:

- The majority (but, not all) of the employer records contain a geographic or X/Y coordinate which provides the opportunity to associate business sites to traffic analysis zones using a GIS platform. However, the underlying geography used to create the coordinate information for each employment location address is not always consistent with the underlying geography used by TxDOT to create travel demand model networks. Additionally, some of the X/Y coordinates are not consistent with the actual business site, but, are coded to the zip code centroid. These issues may ultimately result in the erroneous placement of employment sites within traffic analysis zones.

- The TWC data may not include all information for each business (i.e. addresses and/or number of employees may be missing). The contractor will be required to update this data to extent possible in order to place the correct number of employees in the correct zone.

- The TWC data for some establishments represents the location and employment for the parent company. The most common example is where public school employment is provided at the school district administration location rather than the individual school and/or facility location. School employment needs to be at the individual school or facility site. Any other establishment listed at the parent location will need to be located at the local site with local site employment only.

Table 2. Basic, Retail, and Service Employment NAICS Codes

Employment Type	NAICS Code	Employment Description
Basic	11	Agriculture, Forestry, Fishing & Hunting
	21	Mining
	22	Utilities
	23	Construction
	31-33	Manufacturing
	42	Wholesale Trade
	48-49	Transportation & Warehousing (Except 491 – Post Offices)
	5111	Newspaper/Book/Directory Publishers
	5112	Software Publishers
	512	Motion Picture/Sound Recording (Except 51213- Motion Picture Theaters)
	5151	Radio & TV Broadcasting
	5173	Telecommunications Resellers
	5175	Cable and Other Program Distribution
Retail	44-45	Retail
	71	Arts, Entertainment & Recreation
	722	Food Services & Drinking Places
	491	Post Offices
Service	51213	Motion Picture Theaters
	516-5172	Internet Publishing & Telecommunications
	5179	Other Telecommunications
	518-519	Internet Service Providers and News Syndicates
	52	Finance & Insurance
	53	Real Estate, Rental & Leasing
	54	Professional, Scientific & Technical Services
	55-56	Company Management & Administrative Support
	62	Health Care & Social Assistance
	721	Accommodation
	81	Other Service, Repair & Maintenance
	92	Public Administration
	6117	Educational Support Services
	9999	Unknown
Education	6111	Elementary & Secondary Schools
	6112-6113	Junior Colleges, Colleges, Universities & Professional Schools
	6114-6116	Business, Technical, Trade & Other Schools

As a part of the socio-economic delivery, the contractors will develop required special generators information for the base year. Data required for special generators according to type of generator is given in Table 3. Special generator data is contained in the file with other demographic data (see Table 4 and Table 5) with separate files for the base year and the forecast year.

Table 3. Special Generator Data Requirements

Type of Special Generator	Data Required
Educational (Universities, colleges, junior colleges, high schools, and major technical schools)	Number of employees Number of students Number of students living on campus
Hospitals	Number of employees Number of beds
Airports	Number of employees Number of annual deplaning passengers
Military Bases Border Patrol	Number of military personnel Number of civilian employees Number of military living on base
Major Special Attractions/Event Centers (This should include only those special attractions that are open most of the year. For example Six Flags, Fiesta Texas, Sea World, AstroWorld, etc.)	Number of employees
Industrial sites	Number of employees
Regional Malls	Number of employees

The MPO, in cooperation with TxDOT TPP, will have one month to review the demographic data. The consultant will be responsible for addressing any comments and/or making needed revisions within 2 weeks for general cases.

Deliverables:

1. A completed excel file of base year TAZ population, households, group quarters population, median household income, total employment, basic employment, retail employment, service employment, education employment, special generator population, special generator employment, and appropriate comments. This data should be in the format illustrated in Table 4 and Table 5. Also, the demographics may be provided in the TAZ dataview.
2. TWC database in either excel or geographic format that has been cleaned/revised from erroneous issues.

Task 4. Develop Forecast Year Network

The consultant will develop the forecast network. This work will include:

- Subsequent to completion of the base year demographic inventory, the consultant will develop forecast year networks for the year 2045. A CD will be provided containing the latest available StratMAP streets geography for Webb County and the pending forecast network geography. Forecast year will be built from the updated base year.

- The consultant will include in the forecast year network the modifications to the network geography consistent with the planned improvements found in the current, financially constrained long-range Metropolitan Transportation Plan (MTP). Also, include network geography from developer provided streets.

- All needed changes (MTP planned improvements/revisions to existing network and addition of new network) for the forecast year network will use the TxDOT standard facility type and color definitions (see Figure 1).

- Edits involving physical changes to the network geography (i.e., new links, alignments, removals) will be made using the following conventions:

    - All new links will be annotated with the current year in the EDITS_YEAR attribute field (i.e., if the network represents a 2045 forecast year, the new network link will be annotated with a 2045 in the EDITS_YEAR field as a means to identify new links).
    - For non-attainment areas, the project number will be annotated to the ANNOTATION year.
    - A project list file containing a list of the financially constrained long-range projects will be provided for cross-reference purposes.
    - The appropriate attributes will be annotated using the appended fields in the network dataview as noted in the next major bullet (e.g., OK/EDIT, FTYPE_EDIT, LANES_EDIT, etc.). These fields are listed last in the pending network geography. Do not populate the

traditional fields that have existing data. The missing values will be one more indicator that the link represents a physical edit.

- Removals will be provided in a list file (e.g. excel) that include the link ID, A-Node, B-Node, facility type, number of lanes, and roadway name.
- "Stub" links will not be accepted.
- Network removals will not create "stub" links.
- Additional centroid connectors, unless absolutely necessary to locate potential new zones, will be the responsibility of TPP.
- The COMMENT field should be utilized as much as possible to describe the suggested change.
- Non-freeway level facilities should not be detail coded (e.g. directional links) unless there are supporting directional counts (e.g. divided principal arterials should not have directional links).
- Detail code freeways and above.
- Auxiliary acceleration and deceleration lanes should not be coded as through-lanes.
- Regionally insignificant roads, such as residential loop roads, should not be included in the network inventory. This will eventually lead to an incompatibility between the network and the traffic analysis zone geography.
- As noted earlier, please annotate the posted speed that best represents the length of the link between the a-node and b-node. This is especially true if there are a number of speed link transitions that are occurring over the length of the link. Please select the speed limit most encountered by drivers of that facility.
- Roads that are realigned should be accompanied with a corresponding comment in the COMMENTS field (e.g., link realigned).
- The pending forecast network and pending zone geographies need to be as compatible as possible. The primary means of defining zone boundaries is the network. The pending network must be reviewed and accepted prior to initiating edits to the pending zone geography.
- For external station links, any detail coding should merge to a single non-directional link. The A-Node of this links should be the external station number.

- Changes to existing link attributes (facility type, number of lanes, speed, and direction) will be made in the TransCAD highway/streets dataview layer as provided. The highway/streets dataview includes the following fields:

  OK/EDIT
  FTYPE_EDIT
  LANES_EDIT
  POSTED_SPEED_EDIT
  DIRECTION_EDIT
  MPO_EDIT_DESCRIPTION

For each link the following editing conventions will be followed:

- For each non-centroid connector link that is correct, type in OK in the OK/EDIT field. For each non-centroid connector link that requires changes, type in EDIT in the OK/EDIT column. Each non-centroid connector link will have either an "OK" or "EDIT" in this field. Networks that are not completely populated with either an OK or EDIT for non-centroid connector links will be returned for further review. For new links, please type "New Link" in dataview.
- Type in the correct attribute(s) in the appropriate field. (See Figure 2).

- A separate highway/street dataview edit file is required for each forecast year. Additionally, each subsequent forecast year should build on the previous forecast year.

- The MPO and TxDOT Transportation Planning and Programming will have 1 month to review edited maps and edited highway/street TransCAD dataview provided by the consultant.

- Subsequent to the MPO and TxDOT review and comments, the consultant will make any required changes within 2 weeks for general revisions to the maps or network geography and edits to the highway/street TransCAD dataview file.

Deliverables:

CD/DVD containing:

1. One complete list of removed links.
2. One edited TransCAD Highway/Streets line geography containing edits to existing links and new links that have been properly flagged.

Task 5. Develop Forecast Year Traffic Analysis Zones

The forecast year TAZ geographies will be developed by the consultant. This work will include:

- Upon review and approval of the forecast year network, the consultant will develop a suggested TAZ geography for the forecast year network using TransCAD. The TAZ geography should consider the need for future zone splits based on anticipated area growth and location of planned highway/street facilities.
- The numbering convention is sequential without any gaps (i.e.. 1 to n).
- For zones that are joined, the lower TAZ number should probably be preserved and the merged zone number (or number that is dropped) should be used elsewhere where a new zone is to be created. A comment should be included in the dataview to note that the zone number was moved.
- All zone splits will preserve the historical zone number in at least one of the polygons.
- For new zones, the numbering will begin after the last internal zone number from the previous model to maintain sequential zone numbering (if an existing zone number is not available from a previous zone edit).
- For new zones, an EDIT column should be created and annotated with a "NZ" for new zone.
- The zone numbering convention will be preserved as much as possible to assist with monitoring demographic changes from one base year to the next.

- The MPO and TxDOT TPP will have 1 month to review the proposed TAZ geography provided by consultant.
- Subsequent to MPO and TxDOT TPP review and comment, the consultant will make needed revisions to the TAZ geography within 2 weeks for general cases. Once the TAZ geography has been accepted, the network will have to be revised to include the zone changes and necessary revisions to centroid connector placement.

Deliverables:

1. CD/DVD containing the TAZ layer geographic files for use in TransCAD.

Task 6. Develop Socio-Economic Data for Forecast Year TAZ

Develop ***2045*** forecast year estimates for population, number of households, average household size, median household income **(in base year dollars)**, employment by type (basic, retail, service, and education), and total employment for each TAZ. The TAZ data should be consistent with the forecast year control totals previously developed. Additionally, in the data set identify the forecast year major group quarters data (type and population) for each traffic analysis zone. The group quarters data will be input into the data file for that zone and identified in the comment section of the data file.

As part of the socio-economic delivery, the contractor will develop required special generator information for the same forecast year. Special generators are the same as those listed for the base year. Data required for special generators according to type of generator is given in Table 3. Special generator data is contained in the file with other demographic data (see Tables 4 and 5) with separate files for each forecast year.

The MPO, in cooperation with TxDOT TPP, will have one month to review the demographic data. The consultant will be responsible for addressing any comments and/or making needed revisions within 2 weeks for general cases.

Upon approval of the zonal data, an Excel data file in the format described in Table 3 will be provided. A separate file will be prepared for each forecast year.

Deliverables:

1. A completed Excel file for the forecast year containing TAZ population, households, group quarters population, median household income (in base year dollars), total employment, basic employment, retail employment, service employment, education employment, special generator population, special generator employment, and appropriate comments. This data should be in the format illustrated in Table 4 and Table 5 examples. Also, the demographics may be provided in the TAZ dataview.

Table 4. Format of Demographic Submittal

TAZ	POP	HH	Group Quarters Pop.	Median Income	Total Emp.	Basic	Retail	Service	Edu.	Spec. Gen. Pop	Spec.Gen. Emp.	Comment/Type

Table 5. Example of Completed Demographic Data File

TAZ	POP	HH	Group Quarters Pop.	Median Income	Total Emp.	Basic	Retail	Service	Edu.	Spec. Gen. Pop	Spec. Gen. Emp.	Comment/Type
1	100	52	0	26,501	20	0	1	1	0	0	0	
2	0	0	500	0	60	0	0	10	0	0	50	500 Grp. Qrtr. Pop. Is located in county jail, which has 50 empl.
3	0	0	0	0	21	21	0	0	0	0	0	
4	25	10	0	26,501	35	5	1	2	0	0	0	
5	3	1	0	36,133	45	25	1	1	0	0	0	
6	44	34	0	26,501	50	0	0	0	50	0	0	High school XYZ
7	191	112	0	26,501	77	0	3	1	30	0	0	Middle school XYZ
8	0	0	0	0	312	0	0	0	0	0	312	County hospital
9	0	0	1,000	26,501	210	0	10	0	0	0	200	University Dorm Pop/College Emp (175 full- time, 25 student workers).
10	300	110	0	26,501	0	0	0	0	0	0	0	One of the HH's is a sorority house with 25 people living in house (the 25 are a part of the 300 Pop. total)
11	0	0	10,000	19,910	400	0	0	0	0	0	400	10K Pop. in military barracks; Of the 400 employees, 100 are military personnel and 300 are
12	0	0	0	19,910	0	0	0	0	0	500	0	500 Pop. for officer quarters not living barracks in 250 HH's

Data and Information To Be Provided By MPO

This section lists the items available to the consultant from the area MPO, TxDOT or other local agencies.

- Reproducible base maps for the urbanized area.
- Reproducible base map of the 2008 traffic analysis zones for the urbanized area.
- Maps of census tracts and block group maps.
- 2003, 2008, and 2013 Transportation Network maps.
- Texas Workforce Commission data for the base year. Businesses will be listed by NAICS codes for basic, service and retail employment. The consultant will be required to sign a letter ensuring the confidentiality of this data prior to receipt.
- The most current land use and zoning maps, including proposed future land use.
- List and map of special generators with contact name for special generators.
- 2015-2018 Transportation Improvement Plan (TIP), 2015-2040 Metropolitan Transportation Plan (MTP), 2015-2019 Capital Improvement Plan
- TxDOT Guides to defining a network and socio-economic guidelines.
- Available recent aerial photography for the area (2015 True Color, 1 meter resolution and 9 inch resolution).
- Available GIS files that may expedite the work at the zonal level, Long Range Transportation Plan network ESRI shapefile, Future Land Use Plan shapefile, 2008 land use shapefile containing housing unit count, TransCAD files of: 2003 TAZ geography, 2003 network, proposed 2008 Network updates.

Required Disciplines

Knowledge and experience in several fields are deemed necessary for completion of this project. Of most importance is demonstrated knowledge and experience in the development of socio-economic data for transportation planning and in the development of demographic, income and employment forecasts. Additionally, knowledge of the development of the transportation network and traffic analysis zone structure is required.

Required Schedule

This project must be completed no later than 365 days from notice to proceed. Sufficient time must be allowed for agency review and for adoption of the base year and forecast year control totals by the MPO.

Reporting Requirements

On or before the 10th of each month the consultant shall submit a brief progress report describing the work accomplished and technical decisions made during the previous reporting period, and highlighting the work to be completed during the next period. A percentage estimate of the work completed for each task shall be provided and an estimate of the total percentage of the project completed versus the man-hours expended should be made. A total of 10 percent of each billing will be withheld until all work has been completed to the satisfaction of the MPO.

PART II - PROPOSAL REQUIREMENTS

Technical Proposal

The required contents and limitations for preparation of the technical proposal are described in this section. Failure to provide the requested information or adhere to any stated limitations may result in disqualification of the submitted proposal. A total of 10 copies of the Proposal should be submitted to the address given in the cover letter.

Contents

The required contents for the Technical Proposal are presented below in the order they should be incorporated into the submitted document. Submittals shall be limited to fifteen pages (15) pages in length, exclusive of professional resumes, cover sheets, fly leafs, table of contents, dividers, etc., printed on one side and single spaced. The MPO reserves the right to reject all proposals and to waive any irregularities. **Proposals that include a cost estimate for the development of the study SHALL NOT be considered.**

Understanding of the Proposed Project - This section should demonstrate the consultant's understanding of the project need, the work required, and any local issues or concerns. This description should be concise, candid and not a mere duplication or rephrasing of the RFP's scope of services. Limited to 3 pages in length.

Proposed Work Plan - The consultant should present the proposed work plan necessary to complete the work itemized under the scope of services. The proposed work plan should address each of the specific work elements described in the scope of services, but consultants may propose additional work beneficial to completing the work specified. Where appropriate the methodology to be used to accomplish a specific task should be described. All proposed meetings and/or reviews should be included under each task. Any data or assistance anticipated to be required from the MPO staff should be specified. All final products should be described.

Schedule - A proposed schedule for completing each task proposed should be provided. For each review proposed by the consultant, the schedule shall reflect the maximum allowable review time available to maintain the schedule as proposed. The schedule shall also reflect expected dates for

deliverables and the 30 days requested by the MPO and TxDOT for review and approval before proceeding to the next task.

Firm Qualifications - This section should include a description of the firm's qualifications for performing the proposed work. This description is limited to 2 pages. A brief description of the firm's most recent or applicable demographic forecasting projects shall be provided. For each project a client contact name and phone number should be included for reference purposes. Additionally, the names of the personnel proposed for this project that participated in the projects listed should be provided. This project list is limited to 5 pages.

Personnel and Staffing - The consultant should provide an organization chart for the project; an estimate of the man hours by personnel by task; and, a summary paragraph of the project work to be performed by each proposed staff member. Biographic summaries that highlight the experience relevant to the specific project responsibilities should be provided for all proposed personnel. There is a 1 page limitation for each biographic summary provided.

Proposals shall be evaluated based on the following criteria:

1. Ability to perform (10 Points)
2. Recent Experience (14 Points)
3. Reputation (3 Points)
4. Professional background and caliber (10 Points)
5. Quality of projects (15 Points)
6. Familiar with study area (5 Points)
7. Capability of branch office (5 Points)
8. Degree of Interest (5 Points)
9. Aff. Action Program (5 Points)

Notice

- **Proposals that include a cost estimate for the development of the study SHALL NOT be considered**
- **Proposals submitted on time become property of the MPO.**
- **Proposals shall be submitted at the time, place and date specified.**
- **The MPO is not responsible for lateness or non-delivery of mail, carrier, etc., and the date/time stamp at the receptionist area of the City of Laredo Secretary's Office shall be the official time of receipt.**
- **Proposals received late will be rejected and not returned.**
- **The proposal shall constitute an offer to perform the services indicated.**

Proposal Submission

Proposals should be received no later than 4:00 p.m. CDT, . The proposal package should be labeled, "2013-2045 Travel Demand Model Update Study". Ten (10) copies should be enclosed and addressed to Mr. Gustavo Guevara, Jr. City Secretary, City of Laredo, P.O. Box 579, Laredo, Texas 78042-0579, or delivered to Mr. Gustavo Guevara, Jr. City Secretary, 3rd Floor, City Hall, 1110 Houston St, Laredo, Texas 78040. Questions concerning study parameters shall be directed to:

Andres Castañeda, GIS Technician
City of Laredo
Building Development Services
1120 San Bernardo Ave.
P.O. Box 579
Laredo, Texas 78042-0579

(956)794-1641
acastaneda@ci.laredo.tx.us

Or

Vanessa Guerra, Planner III
City of Laredo
Planning Department
1120 San Bernardo Ave.
P.O. Box 579
Laredo, Texas 78042-0579

(956)794-1604
vguerra@ci.laredo.tx.us

ACTION ITEM

DATE:	SUBJECT: Motion(s)
06/20/16	Authorizing the execution of Amendment 1 of the contract with CDM Smith for the development of the Transit Plan Update in order to extend the contract completion date to February 28, 2017.

INITIATED BY:	STAFF SOURCE:
Staff	Nathan Bratton, MPO Director

PREVIOUS ACTION:
On November 17th, 2014, the Policy Committee approved a Motion accepting the Selection Committee's ranking of the submittals, authorized the selection the consultant and approved Staff entering into negotiations with the selected firm. On 06-15-15 the Policy Committee approved a Motion authorizing the award and execution of a contract in the amount of $290,000 to CDM Smith for the development of the Transit Plan Update

BACKGROUND:
The Unified Planning Work Program (UPWP) describes and schedules work to be undertaken by the MPO. The development Transit Plan Update was an objective of the 2015 Unified Planning Work Program, adopted by the MPO in Subtask 5.3.

5.3 Transit Plan Update
Objective: The study will include: the review and analysis of current operational data, including trend analysis and peer analysis; the evaluation of existing transit services and programs, the assessment of unmet transit needs and service gaps; analysis of individual and system route performance; assessment of current/future operating, capital, and matching needs with available resources; recommendations for service modifications/improvements, and guidance in the preparation of annual budgets. (This project was carried over to FY 2016.)

Firms that submitted proposals included:

- Nelson NYGAARD
- Tinder Oliver
- CDM Smith

Selection Committee Recommendation:
The Selection Committee recommended the selection of CDM Smith for the performance of the project.

Original Contract: (Exhibit B)
Fee.....$290,000
Schedule.....12 months (estimated completion September 30, 2016)
Scope of Work.....See attached scope of work

Contract Amendment 1: (Exhibit A)
Extend the contract completion date by 5 months to February 28, 2017 to allow additional necessary review and approval time. (See contract extension request Exhibit C)

FINANCIAL IMPACT:
The MPO has budgeted $290,000 for this project using federal planning grant (PL112) funds.

COMMITTEE RECOMMENDATION:	STAFF RECOMMENDATION:
Approval.	Staff recommends approval.

Amendment 1
To The Contract Between
Laredo Urban Transportation Study
Metropolitan Planning Organization
And
CDM Smith
For
The Transit Plan Update

The original contract, dated June 15th, 2015, by and between the Laredo Urban Transportation Study, Metropolitan Panning Organization, and CDM Smith is hereby amended in the following respects:

Paragraph 1: *Article I – CONTRACT PERIOD-First paragraph - is amended to read as follows:*

> Upon execution of this contract, Consultant shall not proceed with the scope of work outlined under Article II until authorized in writing by the Transportation Planning Director of the L.U.T.S. to proceed as provided in Article XXV - Notice to Proceed. This contract shall terminate at the close of business on **[~~September 30, 2016~~]** ***February 28, 2017*** unless extended by a written supplemental agreement duly executed by the parties prior to the date of termination, as provided in Article XXVII - Supplemental Agreements, or otherwise terminated as provided by Article XIV - Termination. Any work performed or costs incurred after the date of termination shall be ineligible for reimbursement.

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment 1 on the dates set forth below.

Laredo Urban Transportation Study Metropolitan Planning Organization	CDM Smith
_____	_____
Pete Saenz	By: _____
Chairman, MPO Policy Committee	Title: _____
Date: _____	Date: _____

Exhibit A

CDM Smith®

Comprehensive Five Year
Transit Development Plan

SCOPE OF WORK

Prepared for:

Laredo Metropolitan Planning Organization

June 7, 2015

Exhibit B

TABLE OF CONTENTS

LIST OF TABLES

The CDM Smith team is excited to work with you on this project and assist the MPO and its planning partners in producing a realistic planning document. Our detailed scope of work is presented below.

- Task 1: Project Management
- Task 2: Assess Existing Fixed Route Service
- Task 3: Transit Asset Management Plan
- Task 4: Marketing Plan Update
- Task 5: Rural Services Analysis

TASK 1: PROJECT MANAGEMENT

Our team's commitment to deliver a quality project on time and within budget relies upon good communication, a realistic project schedule, and quality assurance. Three main objectives for project management are described below:

1. Cost Control - Continuously track project expenditures versus the projected level of effort;
2. Schedule Control - Identify and track critical path activities; and,
3. Quality Control - Systematic review of ongoing processes and project deliverables.

CDM Smith will be responsible for achieving the defined project management objectives through the following set of activities:

Project Kick-off Meeting - CDM Smith will conduct a project kickoff meeting at the commencement of the project. This meeting represents an important first step in fostering a cooperative working relationship between the CDM Smith team, El Metro, LUTS MPO, and other agencies, as appropriate. This meeting session will provide an opportunity to:

- Identify goals, strategies, and objectives;
- Review and refine the project schedule;
- Identify key stakeholders for input; and
- Identify problems and issues affecting transportation in the region.

We will meet with the MPO Technical Committee on a regular basis organized around key deliverables for the study. The Technical Committee would assist in identifying various public transportation issues and alternatives and provide input to the project team during the study process. Project meetings will include a kick-off meeting to coordinate study tasks, facilitate public involvement, and solicit feedback.

Project Schedule - The project schedule is a flexible working tool used to manage study progress during the team's internal and client progress meetings. The project schedule identifies dates for key project

milestones, meetings, and project deliverables, as well as accounts for client review of all interim deliverables. A progress report of scheduled work activities will be provided as part of the monthly project invoice.

Meetings - Throughout the course of the project, CDM Smith will be available to attend the monthly MPO Technical Committee, Mass Transit Committee, and MPO Policy Board meetings, as appropriate for this study effort. As the project progresses, we will coordinate with the local project team to jointly determine which meetings require the presence of the CDM Smith. **We propose attending up to six on-site meeting visits in addition to the two public meeting,** in which we will coordinate and arrange to maximize the use of time and project resources. CDM Smith team will be responsible for all logistical and public outreach efforts in advance of these meetings. We will work with the MPO to determine the appropriate media outlets for the public meetings.

Project Administration Activities- The consultant will conduct monthly project status meetings with MPO staff and consultant team members via conference calls and in-person meetings. Critical path team members will participate on an as-needed basis. The project manager will also conduct daily calls and emails with the team task leaders to discuss task assignments, review materials and materials, during the development of the TDP. The project manager will review all invoices and status reports prior to submitting to the MPO. The project manager will coordinate the QAQC process to ensure quality deliverables are prepared and provided to MPO. The CDM Smith team will provide independent QAQC on all deliverables prior to the MPO review.

Project Closeout - To ensure Laredo MPO and El Metro staff can fully utilize plan deliverables as useful and convenient planning tools for many years to come, the CDM Smith team will transfer to MPO the reports, data, and all other files developed during the study in MSOffice Word and .pdf files or GIS, for future use by El Metro and the MPO.

Task 1 Deliverables:

- Project Kickoff Meeting and Onsite Meetings
- Progress Reports and Invoices
- Project Schedule

TASK 2: ASSESS FIXED ROUTE SERVICE

Immediately upon notification to proceed, the CDM Smith team will submit to the local project team an extensive data request list for both the urban and rural services, which typically includes the following items:

- **Service Characteristics/Level of Service Data:**
  - Type of service (demand response, subscription route, general public, intercity, etc.)
  - Service structure/service area
  - Reservation requirements (for demand response and paratransit)
  - Routes (fixed route, subscription route), schedules, headways, span of service, and areas of coverage (demand responsive)

- **Capital Inventory and Vehicle Utilization Data, including:**
  - Information on vehicles (system vs. non-system vehicles, type of vehicle, age, mileage, vehicle condition, etc.)
  - Radio and computer equipment and other IT equipment available
- **Operating Characteristics:**
  - Daily miles and hours of service provided
  - Ridership, by route and service type, and by trip purpose for demand response services
  - Daily paid driver hours
- **Fare and/or Donation Policy:**
  - Fare structure
  - Statistical information on fares (types, how many of each purchased, etc.)
- **Client or Rider Information:**
  - Eligibility requirements
  - Consumer characteristics
- **Management Structure:**
  - Organization and function chart
  - Department information (planning, marketing, grants administration, fiscal, human resources, etc.)
  - Oversight policies (financial, federal compliance, substance abuse policy, etc.)
- **Organizational Overview:**
  - Role of the Board of Directors
  - Responsibilities of each board member
  - By-laws of the system
  - Mission statement, goals and objectives, performance measurement criteria
- **Financial Data:**
  - Operating budgets and cost data sufficient to define operating, maintenance, and administrative costs
  - Breakdown of personnel by functional area
  - Funding by source, including fare revenues
  - Grant management policies
- **Contract Information:**
  - Operational management contracts
  - Service contracts with member or non-member municipalities or agencies, if any
  - Labor agreements
- **Marketing Information:**
  - Marketing plans

- Marketing and advertising materials
- Marketing staff responsibilities

The receipt of agency data will be **critical** to the initiation and timely completion of the project. It is our intent to have several tasks being completed concurrently, so that product development and the recommended service improvements can move forward in the contract time allocated. Based on previous transit planning work and the ongoing Metropolitan Transportation Plan, we anticipate most of the data will be available and can be forwarded to our team.

Task 2.1: Existing Conditions Analysis

Developing the transit vision statement and study goals, described in Task 2.3, involves clearly defining the service problems to be solved and identifying objectives for recommended service improvements. This requires an analysis of land use, demographics, and transportation conditions within the study area. CDM Smith's approach to establish the baseline in terms of land use and demographics includes the following:

- Recognizing local patterns of employment, retail, and leisure to understand key sources of demand for travel
- Understanding the demographic profile of the area using the most recent US Census demographic, longitudinal employer-household dynamics, and journey-to-work information
- Mapping the existing public transportation system to show network coverage
- Showing key demand movements to, within, and through the study area
- Assembling evidence on the performance of the transportation network

The baseline assessment will be supported by the following:

- **Desktop research** – CDM Smith will use existing data sources from previous and existing transportation plans, studies, and policies. We will review the 2009 Transit Development Plan to develop a background report including the proposed recommendations and what was implemented. In addition, our team is currently finishing the 2040 Metropolitan Transportation Plan for the Laredo Region, which we will also use existing data from this report, so as to not duplicate work efforts.

- **Geo-demographic analysis** – CDM Smith will use available information on regional demographic patterns from previous studies and analysis and will complement this with additional data to map demographic, economic, and geographical features with GIS; this data will be supplemented with field verification of demographics and land uses. Field verification will include the CDM Smith conducting site reviews during scheduled visits to verify data received for the project.

- **Service requests** – CDM Smith will review all service requests that are received from the public for transit services in the region.

- **Survey data** – CDM Smith will conduct transit surveys to understand passenger and community travel patterns and opinions of public transportation in the region. Task 2.2 describes the survey effort to be completed for the study.
- **Stakeholder input** – CDM Smith will capture knowledge and insight obtained during stakeholder engagement to supplement our understanding of transportation issues, needs, constraints, and opportunities.
- **Funding review** – CDM Smith will review historic, existing, and potential financial resources available to Laredo for public transportation capital or operations use.

Using the above data sources and other existing resources, individual route profiles will be prepared, including the following operational and performance attributes:

- Service parameters and levels – operating span, headways, revenue hours and miles
- Operating and cost efficiency – passengers per mile and per hour, farebox recovery, cost per passenger
- Passenger utilization by trip, segment, and stop, if data available
- Service capacity ratings, if available, with respect to average load factors by time of day or trip
- Various measures of performance related to schedule adherence and service reliability, based on available transit data

Task 2.1 Deliverables:

- Develop baseline assessment for Existing conditions

Develop individual Route Profiles and Systemwide Profile

Task 2.2: Survey Efforts

Task 2.2 includes two distinct elements for the Transit Development Plan Update, which are described below.

Task 2.2.1: Ridership Survey

The study team will conduct boarding and alighting (BA) counts capturing trip-specific, stop-specific, and time-point-specific data using smartphones to tally the number of passengers either boarding or alighting at each bus stop and to verify passenger loads at each stop. Based upon experience, our team is proposing to sample selected weekday, Saturday, and Sunday trips. This sampling approach will provide a statistically significant picture of El Metro's service and provide the opportunity to detect any unforeseen issues or patterns.

Using smartphones to capture this information allows the data to be downloaded and processed almost instantly, so that in-field staff can systematically validate the completed surveyor shifts ensuring that no trips were missed or erroneously captured. In addition, eliminating data entry into a spreadsheet greatly diminishes the potential for human error.

All assignments will be submitted to the MPO for review and approval, at which point the assignments will be loaded into the smartphones. Experience has shown that counters are less likely to miss trips if they can access the bus, to be surveyed, at the garage as opposed to being scattered throughout the El Metro transit network. Another advantage of accessing the garage is that each counter will begin and end each assignment at the same location. Furthermore, the BA counters will be prepared for the start of the first trip, which could have a significant amount of boardings. If surveyor access to the garage is approved, our team will work with El Metro. We also recommend that a representative of El Metro administer a brief safety and security training to educate staff of the rules and regulations in operating out of the garage.

Each assignment will contain the following information: bus stops, direction, start/end location, arrival/departure time, and run/trip number. The smartphone will display an overall list of trips for a specific assignment and allow the counter(s) to select the appropriate trip to capture BA counts information as the bus arrives at each stop. For each trip, the counter will begin tallying the number of passengers who alight the bus; then the counter will tally the number of passengers boarding the bus and enter the total number of boardings for the trip into the smartphone. In addition, there is a comment section for each stop on each trip to document any unique circumstances. The resulting dataset will provide time points associated with each arrival and departure location to provide insight into schedule adherence.

Specific vehicle staffing levels will be discussed with the MPO to determine if multiple staff members will be necessary for specific routes, such as high capacity routes. We recognize the challenges of accurately counting boarding and alighting information on articulated vehicles, and has established methods to minimize any risk of inaccurate counts.

At the end of each assignment, smartphone data will be downloaded and BA counts aggregated at the stop level for each trip. As previously described, the major advantage of using smartphones to capture these data, rather than just pen and paper, is the near real time of data verification. The field coordinator will review each assignment when collected from the counters. Each assignment will be uploaded to the project website and subjected to a series of automated checks analyzing the quality of the data. Errors or inconsistencies will be flagged, and the field coordinator will review, document, and correct any performance issues.

Sampling – Ridership Survey

Below is a table describing the approximate hours that will be observed for the Ridership Survey. Our team will work with El Metro to accurately allocate the hours as needed.

Table 1: Ridership Survey Sample Allocation

Day of the Week	~ Sample Hours
Weekday	350
Saturday	250
Sunday	100
Total	700

Task 2.2.1 Deliverables:

- Conduct Ridership Survey

Task 2.2.2: Survey 2: Methodological Approach – Onboard Customer Survey

The study team will conduct a systemwide onboard survey in both English and Spanish, in order to gauge travel patterns and transit use characteristics within Laredo MPO region. CDM Smith will lead the effort in the design and NUSTATS will lead the administration of the survey. Using the 2008 survey instrument as a baseline, CDM Smith will develop a draft of the survey instrument for review by the local project team. We will ensure the 2008 survey is updated to include pertinent questions addressing the Title VI requirements. Based on feedback received, the survey will be updated with any modifications. A final draft will then be prepared both in English and Spanish.

Sampling - Onboard Customer Survey

Based on current El Metro ridership figures our team is proposing to collect the sample of approximately 400 surveys, which are listed below that statistically meets the 95 percent confidence and 5 percent precision levels.

- Weekday – A total of 325 completed surveys will be collected from the fixed route service;
- Saturday – A total of 50 completed surveys will be collected from the fixed route service; and
- Sunday – A total 25 of completed surveys will be collected from the fixed route service.

Geocoding - Onboard Customer Survey

All location-based data will be geocoded and run through our edit check process to verify logical trip sequences and inconsistent data will be flagged for additional research. Additionally, spatial analysis will be used in the processing of the bus stop information to verify the data are consistent with the trip information. Then, processing will link the control file (route, time, direction, etc.) to the individual records at the trip level.

Surveyor Training (both Onboard Customer & Ridership Surveys)

We understand that counter selection, training, and management are significant factors in the success of an on-board survey. Of primary importance is securing adequate staffing for the project. We know how to leverage our experience and expertise by employing and training local counters. Therefore, we plan to contract with a local Women's Business Enterprise (WBE) staffing agency, RMPersonnel Inc., for data collection. To enhance the image of the study, our team imposes strict dress code standards, requiring counters to wear clean slacks or jeans and a collared shirt, a casual yet neat appearance ensuring counter professionalism and comfort. We will issue an "Official Counter" badge identifying them to the transit agencies' staff and passengers. The badge and dress standards promote professional appearance and reinforce survey legitimacy, which increases respondent trust.

Our team creates training materials with elements that are the most useful, pertinent, and informative to the BA counters. The main elements of the training provide the step-by-step process for completing an assignment, including how to read an assignment sheet, the set up procedures, the actual counting

process, and trouble-shooting techniques that will minimize any data loss. In addition, the training will address questions the public may have of the counter, such as 1) the purpose of the study, 2) who is conducting the survey, and 3) how this survey will affect the service. The main point of the training session is to make sure that counters are technically knowledgeable of the survey process. Other goals of the training include building counter confidence, helping counters feel that they are an important part of the survey's success, and helping them understand the importance of the survey and the long-term benefits, as well as implications to the community.

Data Processing (both Onboard Customer & Ridership Surveys)

All on-board data will be audited to check for consistency amongst the boarding and alighting counts, and inconsistent stops will be flagged for additional research. Additionally, spatial analysis will be used in the processing of the bus stop information to verify the data are consistent with the trip information. Then, processing will link the control file (route, time, direction, etc.) to the individual files at the trip level. Finally, reports will be created at the trip-by-trip, and route-by-route, and day of week level and disseminated with the MPO and El Metro.

Data Analysis (both Onboard Customer & Ridership Surveys)

Following the coding and processing of the data, reports will be generated based upon actual data and expanded survey data. Specifically, boarding and alighting count reports will be produced for each trip, and each route, and day of week with the accompanying bus stop level detail. In addition, cross-tabulations will be created for a typical weekday, Saturday, and Sunday. We will work closely with the MPO and El Metro in delineating the cross-tabulations for reporting purposes. The cross-tabulations will include, but not be limited to, the following:

- Boarding count by route, stop, and time of day;
- Alightings by route, stop, and time of day;
- Total Boarding count by stop and time of day;
- Total Alightings by stop and time of day;
- Frequencies of all Onboard Customer Survey data;
- Benchmarking with 2008 data

In addition to the above cross tabulations, the following GIS-based maps will be prepared and presented and utilized for future route alternatives that will be developed with the TDP Update.

- Maps by route by weekday, Saturday, Sunday with total daily boardings from expanded data
- Maps by route by weekday, Saturday, Sunday with total daily deboardings from expanded data
- Systemwide maps by weekday, Saturday, Sunday with total daily boardings from expanded data
- Systemwide maps by weekday, Saturday, Sunday with total daily deboardings from expanded data

Task 2.2 Deliverables:

Conduct Onboard Survey

Task 2.3: Develop Study Vision Statement, Goals, and Objectives

A clear vision statement and well-defined study goals will be developed by the CDM Smith team in coordination with the local project team and the Technical Committee. The vision statement and goals are important for identifying and analyzing reasonable short-range service improvements. They serve as the primary criteria used to develop, evaluate, select, and prioritize service improvements. In our experience, a strong vision statement and clear study goals are essential to gaining community support and advancing public transportation service improvements. The vision statement and study goals will include the following:

- Definition of the public transportation service problems and needs
- Critical needs tied to the project purpose for use in evaluating, eliminating, or advancing planning level conceptual alternatives
- Flexibility to allow consideration of public transportation service improvements for other foreseeable transportation improvements

The study goals will address, among other things, the following topics identified in the RFQ:

- Identifying strategies for managing low performing routes
- Identify appropriate vehicle types for existing and future services
- Identify potential new service areas including in the Industrial Parks located in the western/northern part of the city and the Cuarto Vientos southern edge near US359/83
- Review policies that may need updated to support route modifications based on service efficiencies
- Review fare structure for existing and future services
- Review MAP-21 Title VI requirements for transit agencies and for service modification
- Review policies and future plans for technology improvements
- Identify unmet transit needs, gaps of service, and develop strategies to meet those needs. This would include connectivity to essential services.
- Identify strategies for managing ontime performance and monitoring
- Review future plans for the proposed Operations and Maintenance Facility and what recommendations need to be included in the next five years for the facility

Task 2.3 Deliverables:

- Develop vision and goals for study in coordination with the Technical Committee

Task 2.4: Public Participation

In order to prepare effective plans in any location, it is essential to have a solid public involvement program, which begins early and is carried out throughout the duration of the project. CDM Smith will prepare a public participation plan early in the process to provide ample access for public input. We feel that a successful approach is built early in the process to determine the level of need and support for any systemwide or individual route modifications and/or improvements. The public outreach and transit analysis are crucial activities to:

- Spread the word about public transportation in the area
- Incorporate key concerns and ideas into the planning process
- Build interest, support, and consensus among stakeholders and customers

Effective outreach elements to be included in the outreach plan are meetings with local officials, staff, transit employees, and interest groups, as well as local stakeholders, in which we will coordinate with MPO and El Metro. CDM Smith will prepare all materials for the public outreach sessions, including stakeholder survey questions, which will be reviewed by El Metro and MPO. With guidance from the MPO, CDM Smith will be responsible for all logistical and outreach efforts necessary in advance of the public meetings. The MPO will be responsible for securing the public meeting location.

During the recent 2040 Metropolitan Transportation Plan Update, our team prepared a database with more than 250 individuals in the community. We recommend using this database with detailed contact information as a baseline for outreach to the public meetings.

Meetings with the project technical committee, local staff, and other identified stakeholders will be held at milestone points in the process and will be decided in consultation with the MPO. Meetings with the local officials, employees, and interest groups can be held in conjunction with those meetings, if possible, with a cross-section of attendees. Meeting with local transit staff to understand their insights and ideas is also an important element of the public input process.

At this time, CDM Smith recommends the following activities be incorporated into a public involvement plan for this TDP Update:

- We propose to meet with the Technical Committee up to seven times at key milestones during the study process.
- A public open house to discuss the purpose of the study, existing conditions, issues, opportunities, and concepts for change.
- A second public open house to review future alternatives for public transportation in Laredo.
- Stakeholder interviews. As discussed above, CDM Smith will coordinate with El Metro and MPO to identify key stakeholders to interview for feedback into the TDP Update process, including the identification of gaps in the service area, suggestions to improve service, etc. The stakeholders will be invited to join strategic focus group meetings, which will be held in conjunction with Project Technical Committee meetings. CDM Smith will host up to four focus group meetings at convenient times for stakeholders to attend. These meeting will be coordinated during the proposed Technical Committee meeting dates to ensure maximum efficiency of time.
- Formal meeting/presentations to the Board at key milestones.

Task 2.4 Deliverables:

Conduct public outreach
Prepare public outreach documentation

Task 2.5: Develop and Evaluate Alternatives

This task will be strongly linked to the visioning and study goals for the project. Using information from previous public transportation planning work from in and around the study area, the existing conditions and service analysis, the community needs analysis, and public outreach, the CDM Smith team will develop a range of service alternatives. The service alternatives and recommendations by route will be supported by the use of graphs and visual aids for a description of the various options.

A number of service improvements and recommendations by route will also be developed conforming to the vision statement and study goals. Once the service improvements have been defined, each alternative will undergo additional analysis determining if a specific project is technically implementable and realistic for the next five years. If not attainable, then the project would be removed from the project list.

The CDM Smith team proposes to evaluate each service alternative using a qualitative score such as strong, medium, or poor performance, based upon transit industry standards, along with any El Metro standards in place today. In addition our team will also evaluate the following items as requested in the RFP.

- Laredo Transit Center operations and downtown circulation needs including possible connection to the Transit Center Intermodal Facility
- Needs for vehicles and facilities
- Identify present and future needs and or necessities for the development of transfer hub stations both in the south and north within the city limits. We will also analyze the implications, benefits, and constrains of deviating from the existing pulse system
- Determine if any higher capacity corridors exist in the urban areas in Laredo
- Examine corridors where redevelopment at higher densities could help transit have a strong possibility to expand. The opportunity for transit oriented development will be analyzed.
- Land use scenarios, policy discussions, and rights-of-way analysis could be evaluated to see the likelihood of the success of more intense services.

The CDM Smith team will analyze existing service and needs and will immediately focus the future toward a hierarchy of service levels for transit service. We would build from the previous 2009 Laredo Bus Rapid Transit (BRT), where high capacity transit corridors were identified. We will develop recommendations for a comprehensive bus route restructuring that supports the vision and goals of the community. The recommendations will be presented in short-, medium-, and long –range phases.

Our team will also identify where viable transfer stations would be needed if a tiered transit network is formed. As discussed earlier, the 2009 Bus Rapid Transit study identified three transfer hubs located outside downtown Laredo. These hubs would provide opportunities for riders to transfer to multiple routes and get to their desired destinations. The CDM Smith team will review the 2009 proposed locations with current transit needs and determine paths/locations are still viable.

Task 2.5 Deliverables:

- Develop transit alternatives
- Evaluation transit alternatives
- Identify viable transfer stations

Task 2.6: Prepare Draft/Final TDP

Using data from the previous tasks, CDM Smith will prepare the recommended transit service plan, which will include a narrative description of the planning process, major components, goals and objectives, recommended service alternatives, and the financial plan.

Service Plan

The plan will include detailed routes, maps, and high level route characteristics for each preferred alternative. The information gathered and analyzed will be included into the final comprehensive report with technical data to support the findings.

Financial Plan

CDM Smith will prepare a financial plan for the next five years. The plan will be realistic for the preferred alternatives, defining services levels and capital requirements. A phased approach works for many transit agencies and ensures that individual transportation improvements can be implemented to increase mobility in the region. The financial plans will be presented in a manner that provides clear understanding of the transportation needs and the benefit of the improvement. CDM Smith will identify local, state, and federal revenues for the five-year plan. Additional alternatives will be included in the plan, so that in the case of additional funding come to the Laredo region, the projects will be identified.

Implementation Plan

An implementation plan will be developed, including prioritized action strategies, timetable, role responsibilities, and financial commitment for the next five years. The recommended service plan will be prepared in draft form for review by the local project team.

CDM Smith will incorporate all findings, process, and recommendations into a comprehensive document. The draft reports will be provided electronically to the local project team, along with 20 unbound hard copies. Following acceptance and approval by the MPO Policy Committee and the Laredo Mass Transit Board, 40 bound final hard copy reports will be prepared and delivered with all comments incorporated in the final version, as appropriate. Electronic files will also be available of the Final Report. Two compact discs with all files developed for the project in MSOffice Word, .pdf files, and GIS files will also be delivered.

Task 2.6 Deliverables:

- 20 Unbound hard copies of Draft Plan
- 40 Bound hard copies of final plan

- Two compact discs with all files developed for the project in MSOffice Word, .pdf files, and GIS files will also be delivered.

TASK 3: TRANSIT ASSET MANAGEMENT PLAN

The FTA's State of Good Repair grants and the recent enactment of Moving Ahead for Progress in the 21st Century (MAP-21) has put considerable focus on improving the U.S. transit industry's asset management activities. As established by the regulation 49 U.S.C. Section 5326 / MAP-21 Section 20019, all FTA grantees and their sub recipients are required to develop a Transit Asset Management Plan (TAMP) that includes, at a minimum:

- Capital asset inventories and condition assessments; and
- Investment prioritization.

The CDM Smith team continues to stay adept with knowledge of the TAMP requirements. A brief summary of the requirements for FTA grantees, such as El Metro, is listed below. FTA grant recipients are required to establish performance targets in relation to the definition of state of good repair, established by FTA. As part of the performance based planning process (49 U.S.C. Sections 5303 and 5304), metropolitan planning organizations (MPOs) and states are required to coordinate their performance targets with the targets for state of good repair set by grant recipients.

Each designated recipient of FTA formula funding will be required to report on:

- The condition of the system;
- Any change in condition since the last report;
- Targets set under the above performance measures; and
- Progress towards meeting those targets.

The CDM Smith team will review the existing baseline inventory for El Metro. Should additional data be required for MAP-21 compliance, CDM Smith will identify data category needs and request El Metro to collect and update identified information. These may include facilities, operational systems, stations, and fleet. The next steps to complete the TAMP are listed above. As indicated by the local project team, the CDM Smith team will provide oversight, guidance, and input to the TAMP, with the primary data collection efforts to be completed by El Metro. For the purposes of this scope of work, we will coordinate with the local project team to determine the status of the initial baseline inventory and determine next steps to ensure the TAMP is complete and in compliance with MAP-21.

The TAMP will be developed as a separate report and included as an Appendix in the TDP Update.

Task 3 Deliverables:

- Draft TAMP document
- Final TAMP document

TASK 4: REVIEW CURRENT MARKETING PLAN

The Marketing Plan for El Metro should provide a strategic approach to marketing their various public transit services. It should identify objectives, target markets and specific strategies for enhancing the system's image and ridership.

The CDM Smith team will review the current El Metro Marketing Plan and determine if the marketing budget is sufficient for a system of El Metro's size. A discussion of low cost, innovative methods and techniques, and recommendations or changes to passenger/public information will be provided. Recommendations will be developed with marketing strategies to promote ridership and El Metro services, with an overall goal of increasing ridership for the agency.

In addition to the review of the existing Marketing Plan, the CDM Smith team will discuss appropriate outreach for internal marketing with local and regional partners, which will include other city departments, the MPO, county, etc. These discussions will be held during scheduled visits to Laredo from the CDM Smith team. As needed, we will also communication via conference calls and emails. The goal of the internal marketing efforts will be to discuss transit potential partnerships and discuss the role of transit oriented development (TOD) within the community. We will also determine how El Metro is a viable alternative for meeting congestion in the region, such as through appropriate park and ride lot locations. The documentation will be included along with the TDP report.

Task 4 Deliverables:

- Review and analysis of current Marketing Plan and Develop recommendations
- Discuss internal marketing strategies to support public transportation
  Documentation of internal outreach and marketing for local and regional partners.

Laredo Comprehensive Five Year Transit Development Plan

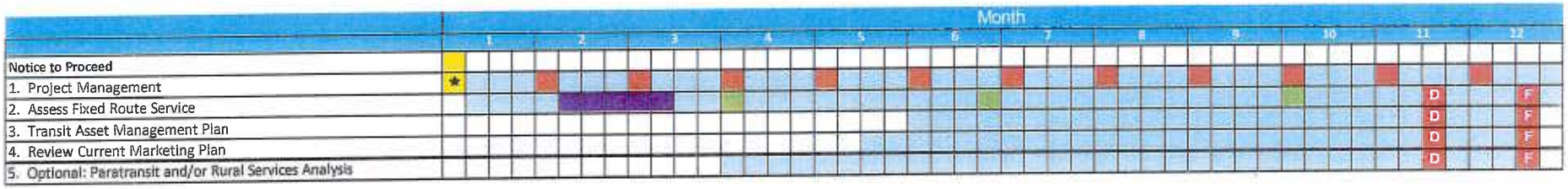
Fee Estimate

City of Laredo / El Metro to perform the Asset inventory for Transit Asset Management Plan

	Cost Breakdown			
Tasks	Hours	Labor	Expenses	Total Cost
1. Project Management	274	$ 39,037	$ 5,130	$ 44,167
1.1: Project Management Plan and Schedule	52	$ 7,675		$ 7,675
1.2:Project Administration Activities and QA/QC	76	$ 10,733		$ 10,733
1.3: Project Kickoff Meeting and Onsite Meetings	146	$ 20,629	$ 5,130	$ 25,759
2. Assess Fixed Route Service	1552	$ 162,124	$ 34,709	$ 196,833
2.1: Existing Conditions Analysis	180	$ 22,826		$ 22,826
2.2: Survey Efforts	524	$ 45,585	$ 24,877	$ 70,462
2.3: Develop Study Vision, Goals, Objectives	96	$ 12,978		$ 12,978
2.4: Public Participation	340	$ 30,728	$ 5,832	$ 36,560
2.5: Develop and Evaluate Alternatives	220	$ 26,445		$ 26,445
2.6: Prepare Draft/Final TDP	192	$ 23,562	$ 4,000	$ 27,562
3. Transit Asset Management Plan	184	$ 23,411	$ 3,589	$ 27,000
3.1: Assist in Preparation of TAMP	184	$ 23,411	$ 3,589	$ 27,000
4. Review Current Marketing Plan	158	$ 19,145	$ 2,855	$ 22,000
4.1: Review Marketing Plan/Fare Structure	158	$ 19,145	$ 2,855	$ 22,000
Total Hours	2168	$ 243,717	$ 46,283	$ 290,000

Laredo Comprehensive Five Year Transit Development Plan

Project Schedule



- Kickoff Meeting
- Public Meeting
- Survey
- Monthly Progress Meeting
- Draft Report
- Final Report

Vanessa Guerra

From: Narayanasamy, Madhusudhanan <narayanasamym@cdmsmith.com>
Sent: Thursday, June 02, 2016 11:12 AM
To: Vanessa Guerra
Cc: Palmer, Jenifer S.
Subject: Laredo Transit Development Plan - Time Extension

Vanessa,

As you know our contract for completing the transit development plan is expiring on September 30, 2016. As per our current schedule we are planning to deliver the draft document by August , 2016. We are also expecting to present the recommendations to the TAC, Policy Board, and the Mass Transit Board. Give the contract timing, I am afraid we might not have enough time to be able to get on agenda for the above meetings and present it to all by September. Our schedule also says that we will provide the final document by September. If we can't get on the agenda for any of the meeting, we won't be able to finalize the report. Apart from this, we think El Metro would also like some time to complete their inventory of assets for the Asset Management Plan.

Hence we request you to provide us a time extension on the current contract till December 31, 2016. We will still deliver the draft document in August as per schedule. The time extension will help provide some time for MPO and EL Metro to review the document, and also plan a presentation to the different boards.

Please let me know if you have any questions.

Thanks,

Madhu Narayanasamy, AICP
Project Manager,

Please Note our New Address:
CDM Smith
11490 Westheimer Rd, Suite 700, Houston, TX 77077
Mobile: (713) 304.5746 | Work: (713) 423.7431 | Fax: (713) 423.7431
NarayanasamyM@cdmsmith.com
www.cdmsmith.com

EXHIBIT C

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

Laredo Urban Transportation Study

Metropolitan Planning Organization

LAREDO, TEXAS
1755

June 13, 2016

Eduardo Bernal, Planning Manager
Laredo Transit Management Inc.
401 Scott St.
Laredo, TX 78040
956-795-2250 ext. 123
E-mail: ebernal@ci.laredo.tx.us

RE: Letter of Support

To whom it may concern,

I am writing in support of the Border Area Nutrition Council's proposal to the El Metro Transit for a grant under the 5310 Elderly and Disabled Transportation Program in order to provide transportation services in the Laredo area. I strongly support this grant application and the focus of B.A.N.C.'s mission to provide nutritious meals and transportation for high elderly and disabled in our community. B.A.N.C.'s project is consistent with the long range transportation plan and will be amended into the Transportation Improvement Program (TIP) when so directed by TxDOT.

I encourage you to fund the Border Area Nutrition Council's proposal. This will ensure the continuity of essential services to our community.

Sincerely,

Pete Saenz

Pete Saenz,
Mayor and MPO Chairperson

Laredo Urban Transportation Study
ACTION ITEM

DATE: *06/20/2016*	**SUBJECT:** MOTION G. .2. Discussion and possible action on the City of Laredo's request for funding of the Hachar-Reuthinger Road Project. a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). $1,634,277 in Category 7 Funds. b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. $26,796,902 in Category 7 Funds. c. Revision of project CSJ 0922-33-166 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from Beltway parkway to I-35. $21,440,668 in Category 7 Funds.

INITIATED BY: City of Laredo	**STAFF SOURCE:** Nathan R. Bratton, MPO Director

PREVIOUS ACTION:

BACKGROUND:
Funding for the project had been identified as local funding in the 2015-2018 TIP.

COMMITTEE RECOMMENDATION:	**STAFF RECOMMENDATION:** Approval

CITY OF LAREDO

Office of the City Manager

LAREDO, TEXAS
1755

June 7, 2016

Honorable Pete Saenz
Chairman, Policy Committee
Laredo Metropolitan Planning Organization
1120 San Bernardo Ave.
Laredo, Texas 78041

Honorable Policy Committee Members
Laredo Metropolitan Planning Organization
1120 San Bernardo Ave.
Laredo, Texas 78041

RE: Transportation Improvement Program (TIP) / Metropolitan Transportation Plan (MTP) amendment Phase I - Hachar Parkway - TIP 2018 (from Old Mines Road to Beltway Parkway) Phase II – Hachar Parkway – MTP 2022 (from Beltway Parkway to I-35)

Honorable Mayor Saenz and Honorable Policy Committee Members,

On June 6, 2016 the Laredo City Council authorized me to submit this request to you. The City of Laredo, in conjunction with Webb County, Dannenbaum Engineering and TxDOT, has been developing the Schematic and Environmental documents for the Hachar Parkway project in order for the project to become shovel ready. To date the following items have been accomplished:

- Garnered ROW Donation Commitments for the entire project.
- Developing Feasibility / Preliminary Route Study.
- Schematic being developed.
- Environmental Document(s) being developed.]
- Hydrologic Study Completed.
- Requested CSJ and Traffic Data from TxDOT.
- Requested Advanced Funding Agreement from TxDOT.

Recently the draft TxDOT UTP Funding Targets, attached, were released by TxDOT division. City of Laredo and MPO Staff reviewed funding eligible for off-system projects such as the Hachar Parkway. It was determined that sufficient Category 7 funds are present to construct the entire Hachar Parkway project without the use of State Infrastructure Bank funds as previously

1110 HOUSTON P.O. BOX 579 LAREDO, TEXAS 78042-0579 (956) 791-7302 FAX (956) 791-7498

planned. This represents a major milestone for all involved since the local taxpayers will no longer bear the burden of funding 100% of the construction of the Hachar Parkway.

The monies being proposed to be used do not include any Proposition 1 & 7 monies from TxDOT. Proposition 1 & 7 Funds are, by statute, only available for on-system roadways such as Loop 20. There is sufficient Category 7 funds available for the entire Hachar Parkway project to be under construction by 2021 with the local taxpayer only be responsible for a maximum of 20% of the project cost rather than the 100% originally thought to be needed. If the Economically Disadvantaged County program becomes available in the future this amount could be reduced by 70-90% for a total local investment of 2-5% of the project cost. The attached plan also reduces the burden of the project development and local letting costs and programs funding for PS&E and Construction Engineering and Contingencies.

As a result, we respectfully submit that the attached changes to be implemented in the TIP and MTP during the next revision cycle. Should you have any questions, or require further information please contact Mr. Anthony Garza of Dannenbaum Engineering at (956) 639-2404 or please feel free to call me at 956-794-1612.

Sincerely,

Jesus M. Olivares
City Manager
City of Laredo

Cc: Hon. Tano E. Tijerina, County Judge, Vice-Chairman LUTS MPO
Hon. Roberto Balli
Hon. George Altgelt
Hon. Charlie San Miguel
Hon. Jaime Canales
Hon. John Galo
Pete Alvarez, TxDOT Laredo District Engineer
Melisa Montemayor TxDOT Laredo District Administrator

Laredo Urban Transportation Study
ACTION ITEM

DATE: *06/20/2016*	**SUBJECT:** MOTION H. Receive public testimony and initiate a 10 day public review and comment period for the proposed revision(s) of the 2015-2040 Laredo Metropolitan Transportation Plan (MTP): a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). $1,634,277 in Category 7 Funds. b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. $26,796,902 in Category 7 Funds. c. Revision of project CSJ 0922-33-166 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from Beltway parkway to I-35. $21,440,668 in Category 7 Funds.

INITIATED BY: City of Laredo	**STAFF SOURCE:** Nathan R. Bratton, MPO Director

PREVIOUS ACTION:

BACKGROUND:
Funding for the project had been identified as local funding in the 2015-2040 Metropolitan Transportation Plan (MTP).

The 2015-2040 MTP is proposed for revision as follows: **See Attachment A**

COMMITTEE RECOMMENDATION:	**STAFF RECOMMENDATION:** Approval

Project	Hachar Loop PS&E from FM 1472 to I-35 (interim section - 5 lane rural) Scheduled letting: February 2017					
	LATEST ESTIMATE - 10/1/15 - DEC					
ROW		$13,538,062.00				
Construction Cost		$41,968,066.46				
Construction Engineering	4.50%	$1,888,562.99				
Contingency	6.50%	$2,727,924.32				
Indirect	6.20%	$2,602,020.12				
PS&E *	**3.89%**	**$1,634,277.42**				
Total Project Cost		$64,358,913.31				
YOE Cost		$1,634,277.42				
	PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local	
Category 7	Design / PS&E	1,634,277.42	1,307,421.94		261,484.39	
TOTAL PROGRAMMED FUNDS		1,634,277.42	1,307,421.94	0.00	261,484.39	

CBI FUNDS to Redistribute

* based off of the latest construction estimate , requires negotiation and approval of fee by TxDOT. Assumes roadway may be taken on system.

Project		Hachar Loop Construction FM 1472 to Beltway Parkway (interim section - 5 lane rural) Scheduled letting: September 2019 - FY2020				
	LATEST ESTIMATE - 10/1/15 - DEC					
ROW		$13,538,062.00				
Construction Cost		$24,141,353.65				
Construction Engineering	4.50%	$1,086,360.91				
Contingency	6.50%	$1,569,187.99				
Indirect	6.20%	$1,496,763.93				
Total Project Cost		$41,831,728.48				
YOE Cost*		$26,796,902.55				
	PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local	
Category 7	Construction	$26,796,902.55	21,437,522.04		4,287,504.41	
TOTAL PROGRAMMED FUNDS		26,796,902.55	21,437,522.04		4,287,504.41	

* based off of the latest construction estimate , requires negotiation and approval of fee by TxDOT. Includes Construction Engineering and Inspection (Local Let).

Project	Hachar Loop Construction Beltway Parkway to I-35(interim section - 5 lane rural) Scheduled letting: September 2022 - FY2023					
	LATEST ESTIMATE - 10/1/15 - DEC					
ROW		$13,538,062.00				
Construction Cost		$17,826,712.81				
Construction Engineering	4.50%	$802,202.08				
Contingency	6.50%	$1,158,736.33				
Indirect	6.20%	$1,105,256.19				
Total Project Cost		$34,430,969.41				
YOE Cost*		$21,440,668.82				
	PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local	
Category 7	Construction	$21,440,668.82	17,152,535.06		3,430,507.01	
TOTAL PROGRAMMED FUNDS		21,440,668.82	17,152,535.06		3,430,507.01	

* based off of the latest construction estimate , requires negotiation and approval of fee by TxDOT. Includes Construction Engineering and Inspection (Local Let). Includes escalation.

DRAFT 2017 UTP PLANNING TARGETS

Category 7: Metropolitan Mobility/Rehabilitation (STP-MM) Funding Summary											
District/MPO/Division	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TOTALS
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	$ -
(AUS) CAMPO TMA	20,210,000	20,370,000	32,150,000	35,100,000	$35,570,000	$36,020,000	$36,440,000	$36,820,000	$37,140,000	$37,400,000	$ 327,220,000
(BMT & HOU) HGAC TMA	111,140,000	123,180,000	128,040,000	133,550,000	$135,350,000	$137,060,000	$138,950,000	$140,100,000	$141,340,000	$142,320,000	$ 1,330,730,000
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	$ -
(CRP) Corpus Christi TMA	6,880,000	7,800,000	7,900,000	8,240,000	$8,360,000	$8,460,000	$8,560,000	$8,650,000	$8,730,000	$8,790,000	$ 82,150,000
(DAL, FTW & PAR) NCTCOG TMA	117,650,000	130,400,000	135,540,000	141,370,000	$143,260,000	$145,090,000	$146,790,000	$148,310,000	$149,620,000	$150,660,000	$ 1,408,700,000
(ELP) El Paso TMA	29,520,000	18,350,000	19,080,000	19,900,000	$20,160,000	$20,420,000	$20,660,000	$20,870,000	$21,060,000	$21,200,000	$ 211,220,000
(LRD) Laredo TMA	5,050,000	5,600,000	5,830,000	6,070,000	$6,150,000	$6,230,000	$6,300,000	$6,370,000	$6,430,000	$6,470,000	$ 60,500,000
(LBB) Lubbock TMA	1,240,000	5,490,000	5,860,000	6,110,000	$6,200,000	$6,280,000	$6,350,000	$6,410,000	$6,470,000	$6,520,000	$ 60,930,000
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	$ -
(PHR) Harlinge-San Benito MPO	-	-	-	-	-	-	-	-	-	-	$ -
(PHR) Hidalgo County TMA	15,620,000	17,320,000	18,000,000	18,770,000	$19,030,000	$19,270,000	$19,490,000	$19,700,000	$19,870,000	$20,010,000	$ 187,080,000
(PHR) Brownsville TMA	10,160,000	5,170,000	5,380,000	5,610,000	$5,680,000	$5,750,000	$5,820,000	$5,880,000	$5,930,000	$5,970,000	$ 61,370,000
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	$ -
(SAT) AAMPO	50,690,000	41,780,000	43,420,000	45,290,000	$45,900,000	$46,480,000	$47,020,000	$47,510,000	$47,930,000	$48,270,000	$ 474,290,000
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	$ -
(WAC) Killeen-Temple TMA	4,670,000	5,170,000	5,370,000	5,610,000	$5,680,000	$5,750,000	$5,820,000	$5,880,000	$5,930,000	$5,970,000	$ 55,850,000
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	$ -
Statewide	-	-	-	-	-	-	-	-	-	-	$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	$ -
Total	$ 382,810,000	$ 384,430,000	$ 406,570,000	$ 425,820,000	$ 431,380,000	$ 436,820,000	$ 441,900,000	$ 446,500,000	$ 450,450,000	$ 453,380,000	$ 4,260,040,000

Notes:
Category 7 distributed to MPO's with urbanized area population over 200,000.

Laredo Urban Transportation Study
ACTION ITEM

DATE: *06/20/2016*	**SUBJECT:** MOTION I. Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2017-2020 Transportation improvement Program.(TIP): a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). $1,634,277 in Category 7 Funds. b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. $26,796,902 in Category 7 Funds.

INITIATED BY: City of Laredo	**STAFF SOURCE:** Nathan R. Bratton, MPO Director

PREVIOUS ACTION:

BACKGROUND:
Funding for the project had been identified as local funding in the 2015-2018 TIP.

The 2017 – 2020 Transportation Improvement Program (TIP) is proposed for revision as follows:
See Attachment A

COMMITTEE RECOMMENDATION:	**STAFF RECOMMENDATION:** Approval

Project	Hachar Loop PS&E from FM 1472 to I-35 (interim section - 5 lane rural) Scheduled letting: February 2017					
	LATEST ESTIMATE - 10/1/15 - DEC					
ROW		$13,538,062.00				
Construction Cost		$41,968,066.46				
Construction Engineering	4.50%	$1,888,562.99				
Contingency	6.50%	$2,727,924.32				
Indirect	6.20%	$2,602,020.12				
PS&E *	**3.89%**	**$1,634,277.42**				
Total Project Cost		$64,358,913.31				
YOE Cost		$1,634,277.42				
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TOTAL PROGRAMMED FUNDS		1,634,277.42	1,307,421.94	0.00	261,484.39	

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Project	Hachar Loop Construction FM 1472 to Beltway Parkway (interim section - 5 lane rural) Scheduled letting: September 2019 - FY2020				
	LATEST ESTIMATE - 10/1/15 - DEC				
ROW		$13,538,062.00			
Construction Cost		$24,141,353.65			
Construction Engineering	4.50%	$1,086,360.91			
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Construction Cost		$17,826,712.81				
Construction Engineering	4.50%	$802,202.08				
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Category 7	Construction	$21,440,668.82	17,152,535.06		3,430,507.01	
TOTAL PROGRAMMED FUNDS		21,440,668.82	17,152,535.06		3,430,507.01	

* based off of the latest construction estimate , requires negotiation and approval of fee by TxDOT. Includes Construction Engineering and Inspection (Local Let). Includes escalation.

DRAFT 2017 UTP PLANNING TARGETS

Category 7: Metropolitan Mobility/Rehabilitation (STP-MM) Funding Summary											
District/MPO/Division	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	TOTALS
(ABL) Abilene MPO	-	-	-	-	-	-	-	-	-	-	$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	$ -
(AUS) CAMPO TMA	20,210,000	20,370,000	32,150,000	35,100,000	$35,570,000	$36,020,000	$36,440,000	$36,820,000	$37,140,000	$37,400,000	$ 327,220,000
(BMT & HOU) HGAC TMA	111,140,000	123,180,000	128,040,000	133,550,000	$135,350,000	$137,050,000	$138,650,000	$140,100,000	$141,340,000	$142,320,000	$ 1,330,730,000
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	$ -
(CRP) Corpus Christi TMA	6,860,000	7,800,000	7,900,000	8,240,000	$8,360,000	$8,460,000	$8,560,000	$8,650,000	$8,730,000	$8,790,000	$ 82,150,000
(DAL, FTW & PAR) NCTCOG TMA	117,850,000	130,400,000	135,540,000	141,370,000	$143,280,000	$145,090,000	$146,780,000	$148,310,000	$149,620,000	$150,660,000	$ 1,408,700,000
(ELP) El Paso TMA	29,520,000	18,350,000	19,080,000	19,900,000	$20,150,000	$20,420,000	$20,660,000	$20,870,000	$21,060,000	$21,200,000	$ 211,220,000
(LRD) Laredo TMA	5,050,000	5,600,000	5,830,000	6,070,000	$6,150,000	$6,230,000	$6,300,000	$6,370,000	$6,430,000	$6,470,000	$ 60,500,000
(LBB) Lubbock TMA	1,240,000	9,490,000	5,860,000	6,110,000	$6,200,000	$6,280,000	$6,350,000	$6,410,000	$6,470,000	$6,520,000	$ 60,930,000
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	$ -
(PHR) Harlinge-San Benito MPO	-	-	-	-	-	-	-	-	-	-	$ -
(PHR) Hidalgo County TMA	15,620,000	17,320,000	18,000,000	18,770,000	$19,030,000	$19,270,000	$19,490,000	$19,700,000	$19,870,000	$20,010,000	$ 187,080,000
(PHR) Brownsville TMA	10,160,000	5,170,000	5,380,000	5,610,000	$5,680,000	$5,750,000	$5,830,000	$5,880,000	$5,930,000	$5,970,000	$ 61,370,000
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	$ -
(SAT) AAMPO	60,690,000	41,780,000	43,420,000	45,290,000	$45,900,000	$46,480,000	$47,020,000	$47,510,000	$47,930,000	$48,270,000	$ 474,290,000
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	$ -
(WAC) Killeen-Temple TMA	4,970,000	5,170,000	5,370,000	5,610,000	$5,680,000	$5,750,000	$5,820,000	$5,880,000	$5,930,000	$5,970,000	$ 55,850,000
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	$ -
Statewide	-	-	-	-	-	-	-	-	-	-	$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	$ -
Total	$ 382,810,000	$ 384,430,000	$ 406,570,000	$ 425,620,000	$ 431,360,000	$ 436,820,000	$ 441,900,000	$ 446,500,000	$ 450,450,000	$ 453,660,000	$ 4,260,040,000

Notes:
Category 7 distributed to MPO's with urbanized area population over 200,000.

V-J. Discussion with possible action on Mines Road.

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

V-K. Discussion with possible action to delay CSJ-0086-14-065 (Loop 20 main lanes over I-35) and re-appropriate CBI funds to other Loop 20 projects.

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

A. Presentation by El Metro on the current status of fleet placement and capital funding.
B. Status report on the Regional Mobility Authority (RMA)

1. Report on Feasibility Study of a possible Transportation Reinvestment Zone (TRZ) on Vallecillo Road.
2. Status of the RMA's FASTLANE Grant.
3. Status of the Loop 20 project.

C. Status report by TxDOT on public and private acreage Right-of-Way on the US 59/Loop 20 Project.
D. Status report by TxDOT on the Fast Lane Grant application submitted for the Main Lanes on Loop 20 over IH 35.