

# 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  
July 21, 2014  
12:00 noon**

### **MEETING AGENDA**

- I. CHAIRPERSON TO CALL MEETING TO ORDER
- II. CHAIRPERSON TO CALL ROLL:
- III. COMMITTEE AND DIRECTOR'S REPORTS (No action required)
  - Discussion of transportation related Federal funding.
- III. ITEMS REQUIRING POLICY COMMITTEE ACTION
  1. Approval of the minutes for the meeting held on June 16<sup>th</sup>, 2014.
  2. Receive public testimony and approve Resolution No. MPO 2014-05 adopting the proposed FY 2015 Unified Planning Work Program (UPWP).
  3. Discussion with possible action on the proposed amendment of the MPO By-Laws to re-designate a City of Laredo Policy Board member as the Transit Representative.
- IV. TECHNICAL COMMITTEE REPORT(S) (No action required)
- V. 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 JULY 18<sup>TH</sup>, BY 12:00 NOON.

Persons with disabilities who plan to attend this meeting and who may need auxiliary aid or services are requested to contact Ms. Vanessa Guerra, City Planning at (956) 794-1604 at least two working days prior to the meeting so that appropriate arrangements can be made. The accessible entrance and accessible parking spaces are located at City Hall and can be accessed through the Victoria Ave. entrance.

The Laredo Metropolitan Planning Organization Policy Committee is comprised of the following members:

**CITY OF LAREDO REPRESENTATIVES:**

Honorable Raul G. Salinas, Mayor and LUTS Chairperson  
Honorable Roque Vela, Jr., City Councilmember, District V  
Honorable Juan Narvaez, City Councilmember, District IV  
Honorable Jorge A. Vera, City Councilmember, District VII

**COUNTY OF WEBB REPRESENTATIVES:**

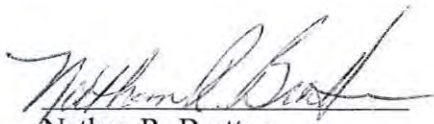
Honorable Danny Valdez, Webb County Judge  
Honorable John Galo, Webb County Commissioner, Pct. 3  
Honorable Jaime Canales, Webb County Commissioner, Pct. 4

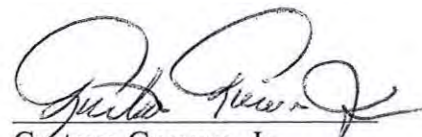
**STATE REPRESENTATIVES:**

Ms. Melisa Montemayor, District Administrator  
Mr. Albert Ramirez, P.E., Transportation Planning and Development Director

**\*\* 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

  
Gustavo Guevara, Jr.  
City Secretary

DISCUSSION OF TRANSPORTATION  
RELATED FEDERAL FUNDING

**2015 - 2040 Laredo Metropolitan Transportation Plan Update  
UTP Projects for Laredo District 2014-2023**

MPO	County	Limits From	Limits To	Project Description	Projects Cost	Programmed Funding		Letting FY	Funding Details					
						Category	Description		Funding Total	2M	Prop 14 (3)	7	10	Local (3)
LAREDO	WEBB	US 59	5H 359	WIDEN TO 6 LANES AND UPGRADE INTERSECTION AT S	\$51,224,713	10, 2M, 3, 7	MISC TRANSPORTATION, COORD BORD INFRASTR, METRO CORRIDOR, PROP 14, STP-MM RECONCILIATION	\$25,000,000	2015	\$2,990,000	\$7,000,000	\$1,510,000	\$13,500,000	
LAREDO	WEBB	MANGANA-HEIN ROAD	US 83 AT RIO BRAVO	LOOP 20,EXTENSION OF CUATRO VIENTOS - CONSTRU	\$19,721,735	2M	METRO CORRIDOR	\$6,830,000	2018	\$6,830,000				
LAREDO	WEBB	0.25 MI EAST OF CALTON RD/ST MARIA	0.25 MI E OF LAS CRUCES/FLECHA LANE	REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM1472	\$3,584,124	10, 3	FEDERAL EARMARK, LOCAL	\$1,810,434	2015				\$1,800,514	\$9,920
LAREDO	WEBB	AT CHACON CREEK FROM HAYNES CTR	5H 359	FOR THE CONSTRUCTION OF A PEDESTRIAN TRAIL AT CHACON CREEK	\$1,466,200	10	FEDERAL EARMARK	\$2,778,255	2016				\$1,466,200	
LAREDO	WEBB	0.50 MI WEST OF MILO INTERCHANGE	3000 FEET EAST OF HAVANA	SCHEMATIC, ENVIRONMENTAL, ROW-SURVEY/MAPPING & PSE	\$4,876,230	10	COORD BORD INFRASTR	\$4,000,845	2015				\$4,876,230	
LAREDO	WEBB	0.25 M EAST OF CALTON/SAN MARIA_INT	0.25 M WEST OF CALTON/SAN MARIA INT	FOR THE CONSTRUCTION OF A GRADE SEPARATION AT	\$26,131,609	10, 3	FEDERAL EARMARK, MISC TRANSPORTATION, LOCAL	\$12,493,629	2015				\$26,131,609	
LAREDO	WEBB	E OF INTERNATIONAL BLVD	US 59/LOOP 20 INTERCHANGE	UPGRADE NON FREEWAY TO FREEWAY	\$521,488,141	10	COORD BORD INFRASTR	\$48,729,718	2016				\$521,488,141	
<b>Total</b>					<b>\$628,492,752</b>			<b>\$101,642,881</b>		<b>\$9,820,000</b>	<b>\$7,000,000</b>	<b>\$1,510,000</b>	<b>\$569,262,694</b>	<b>\$9,920</b>





# 2014 Unified Transportation Program

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2014-2023

Transportation Planning & Programming Division

Table III-17 Laredo District Allocated Funding by Category by Year

Category	Allocated Funding										Total	
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		
1	\$ 37,370,000	\$ 38,440,000	\$ 42,700,000	\$ 46,040,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 164,550,000
2M	\$ 2,990,000	\$ -	\$ -	\$ -	\$ 6,830,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,820,000
2U	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,000,000
4	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	\$ 9,010,000	\$ 3,710,000	\$ 3,780,000	\$ 3,820,000	\$ 3,870,000	\$ 3,920,000	\$ 3,970,000	\$ 4,030,000	\$ 4,070,000	\$ 4,100,000	\$ 44,280,000	
8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
9	\$ 860,000	\$ 340,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 360,000	\$ 360,000	\$ 370,000	\$ 370,000	\$ 380,000	\$ 4,090,000	
10	\$ 16,280,000	\$ 74,600,000	\$ 20,390,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,270,000
11	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 25,000,000	
12	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12 CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12 STP-MM	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL	\$ -	\$ 140,000	\$ 1,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,690,000
<b>Total</b>	\$ 76,010,000	\$ 119,730,000	\$ 71,270,000	\$ 52,710,000	\$ 13,550,000	\$ 6,780,000	\$ 6,830,000	\$ 6,900,000	\$ 6,940,000	\$ 6,980,000	\$ 367,700,000	

Allocations do not include statewide program funding (e.g., Category 6 Bridge Program, Category 8 Traffic Safety Program, etc.). For information on statewide program funding, refer to Funding Summary Section. Local funds shown above are for informational purposes only.



Table VII-1 Statewide Funding Summary

Category	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Category 1	\$ 1,210,600,000	\$ 1,010,880,000	\$ 1,121,660,000	\$ 1,208,660,000	\$ 1,086,210,000	\$ 1,043,970,000	\$ 1,278,810,000	\$ 1,278,810,000	\$ 1,278,810,000	\$ 1,278,810,000	\$ 11,797,220,000
Category 2	163,590,000	291,450,000	258,660,000	227,890,000	315,910,000	292,370,000	153,560,000	-	-	-	\$ 1,703,430,000
Category 3	1,493,390,000	3,210,860,000	436,150,000	237,650,000	378,420,000	2,400,000	1,122,130,000	-	80,000,000	307,830,000	\$ 7,268,830,000
Category 4	-	-	-	-	-	-	-	-	-	-	\$ -
Category 5	177,510,000	141,430,000	143,970,000	145,520,000	147,450,000	149,410,000	151,420,000	153,460,000	155,060,000	156,200,000	\$ 1,521,430,000
Category 6	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	\$ 2,500,000,000
Category 7	374,770,000	260,210,000	264,880,000	267,720,000	271,260,000	274,870,000	278,560,000	282,340,000	285,280,000	287,380,000	\$ 2,847,270,000
Category 8	170,000,000	170,000,000	170,000,000	170,000,000	170,000,000	170,000,000	170,000,000	170,000,000	170,000,000	170,000,000	\$ 1,700,000,000
Category 9	134,300,000	131,400,000	95,730,000	37,380,000	37,870,000	38,370,000	38,890,000	39,420,000	39,830,000	40,120,000	\$ 633,310,000
Category 10	100,280,000	158,680,000	79,090,000	46,080,000	43,350,000	42,600,000	42,600,000	42,600,000	42,600,000	42,600,000	\$ 640,480,000
Category 11	61,000,000	62,810,000	62,500,000	62,500,000	62,500,000	62,500,000	62,500,000	62,500,000	62,500,000	62,500,000	\$ 623,810,000
Category 12	812,460,000	121,390,000	126,960,000	63,850,000	47,220,000	161,930,000	90,760,000	263,430,000	288,130,000	329,600,000	\$ 2,305,730,000
Subtotal	4,947,900,000	5,809,110,000	3,009,600,000	2,717,250,000	2,810,190,000	2,488,420,000	3,639,230,000	2,542,560,000	2,652,210,000	2,925,040,000	\$ 33,541,510,000
Cat 8: Prop 14 Safety Bond	6,150,000	5,160,000	-	-	-	-	-	-	-	-	\$ 11,310,000
Subtotal	4,954,050,000	5,814,270,000	3,009,600,000	2,717,250,000	2,810,190,000	2,488,420,000	3,639,230,000	2,542,560,000	2,652,210,000	2,925,040,000	\$ 33,552,820,000
Cat 10: Earmarks-Fed Share	54,610,000	32,370,000	15,200,000	400,000	3,000,000	-	-	-	-	-	\$ 105,580,000
TOTAL	\$ 5,008,660,000	\$ 5,846,640,000	\$ 3,024,800,000	\$ 2,717,650,000	\$ 2,813,190,000	\$ 2,488,420,000	\$ 3,639,230,000	\$ 2,542,560,000	\$ 2,652,210,000	\$ 2,925,040,000	\$ 33,658,400,000
Engineering	780,900,000	791,870,000	470,000,000	470,000,000	470,000,000	470,000,000	470,000,000	470,000,000	470,000,000	470,000,000	\$ 5,332,770,000
ROW	521,450,000	235,060,000	120,000,000	121,000,000	123,000,000	125,000,000	125,000,000	125,000,000	125,000,000	125,000,000	\$ 1,745,510,000

Note: Engineering and ROW amounts are for informational purposes only. Engineering totals include both in-house and contracted amounts.

Table VII-2 TxDOT Region Funding Summary

TxDOT Regions	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
North	\$ 1,556,770,000	\$ 831,380,000	\$ 696,320,000	\$ 665,420,000	\$ 274,840,000	\$ 281,720,000	\$ 340,450,000	\$ 251,330,000	\$ 253,220,000	\$ 204,570,000	\$ 5,356,020,000
South	889,330,000	872,580,000	710,480,000	532,800,000	251,890,000	283,290,000	182,910,000	203,750,000	212,140,000	102,790,000	\$ 4,241,960,000
East	968,630,000	443,530,000	558,820,000	534,720,000	248,200,000	319,220,000	186,970,000	179,230,000	178,720,000	179,960,000	\$ 3,798,000,000
West	342,240,000	1,151,860,000	276,540,000	291,730,000	108,330,000	75,050,000	44,420,000	44,790,000	44,930,000	45,120,000	\$ 2,425,010,000
Divisions/ Statewide	1,251,690,000	2,547,290,000	782,640,000	692,980,000	1,929,930,000	1,529,140,000	2,884,480,000	1,863,460,000	1,963,200,000	2,392,600,000	\$ 17,837,410,000
TOTAL	\$ 5,008,660,000	\$ 5,846,640,000	\$ 3,024,800,000	\$ 2,717,650,000	\$ 2,813,190,000	\$ 2,488,420,000	\$ 3,639,230,000	\$ 2,542,560,000	\$ 2,652,210,000	\$ 2,925,040,000	\$ 33,658,400,000

North: Atlanta, Brownwood, Dallas, Fort Worth, Paris, Tyler, Waco and Wichita Falls  
 South: Austin, Corpus, Laredo, Pharr, San Antonio and Yoakum  
 East: Beaumont, Bryan, Houston and Lufkin  
 West: Abilene, Amarillo, Childress, El Paso, Lubbock, Odessa and San Angelo



Table VII-3 Category 1: Preventive Maintenance and Rehabilitation Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ 28,230,000	\$ 28,980,000	\$ 31,960,000	\$ 34,300,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123,470,000
Amarillo	43,920,000	45,220,000	50,370,000	54,410,000	-	-	-	-	-	-	193,920,000
Atlanta	27,080,000	27,770,000	30,490,000	32,630,000	-	-	-	-	-	-	117,970,000
Austin	64,120,000	65,930,000	73,100,000	78,730,000	-	-	-	-	-	-	281,880,000
Beaumont	25,880,000	26,630,000	29,600,000	31,920,000	-	-	-	-	-	-	114,030,000
Brownwood	12,580,000	12,870,000	13,850,000	14,660,000	-	-	-	-	-	-	53,960,000
Bryan	34,070,000	34,930,000	38,340,000	41,030,000	-	-	-	-	-	-	148,370,000
Childress	19,970,000	20,440,000	22,320,000	23,790,000	-	-	-	-	-	-	86,520,000
Corpus Christi	49,970,000	51,470,000	57,410,000	62,070,000	-	-	-	-	-	-	220,920,000
Dallas	81,240,000	83,890,000	94,410,000	102,660,000	-	-	-	-	-	-	362,200,000
El Paso	20,750,000	21,380,000	23,850,000	25,790,000	-	-	-	-	-	-	91,770,000
Ft. Worth	55,940,000	57,610,000	64,200,000	69,370,000	-	-	-	-	-	-	247,120,000
Houston	96,290,000	99,540,000	112,410,000	122,550,000	-	-	-	-	-	-	430,790,000
Laredo	37,370,000	38,440,000	42,700,000	46,040,000	-	-	-	-	-	-	164,550,000
Lubbock	44,460,000	45,810,000	51,180,000	55,390,000	-	-	-	-	-	-	196,840,000
Lufkin	28,450,000	29,160,000	31,970,000	34,170,000	-	-	-	-	-	-	123,750,000
Odessa	22,150,000	22,830,000	25,510,000	27,610,000	-	-	-	-	-	-	98,100,000
Paris	39,460,000	40,530,000	44,790,000	48,130,000	-	-	-	-	-	-	172,910,000
Pharr	41,680,000	39,930,000	43,690,000	46,640,000	-	-	-	-	-	-	171,940,000
San Angelo	15,520,000	15,890,000	17,380,000	18,550,000	-	-	-	-	-	-	67,340,000
San Antonio	68,060,000	70,010,000	77,750,000	83,820,000	-	-	-	-	-	-	299,640,000
Tyler	27,260,000	27,850,000	30,210,000	32,060,000	-	-	-	-	-	-	117,380,000
Waco	42,420,000	43,610,000	48,340,000	52,060,000	-	-	-	-	-	-	186,430,000
Wichita Falls	18,840,000	19,340,000	21,340,000	22,910,000	-	-	-	-	-	-	82,430,000
Yoakum	36,540,000	37,470,000	41,140,000	44,020,000	-	-	-	-	-	-	159,170,000
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	-
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	228,350,000	3,350,000	3,350,000	3,350,000	3,350,000	-	-	-	-	-	241,750,000
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>\$ 1,210,600,000</b>	<b>\$ 1,010,880,000</b>	<b>\$ 1,121,660,000</b>	<b>\$ 1,208,660,000</b>	<b>\$ 1,086,210,000</b>	<b>\$ 1,043,970,000</b>	<b>\$ 1,278,810,000</b>	<b>\$ 1,278,810,000</b>	<b>\$ 1,278,810,000</b>	<b>\$ 1,278,810,000</b>	<b>\$ 11,797,220,000</b>

Preventive Maintenance and Rehabilitation are combined into one allocation for the District to program and manage.



Table VII-4 Category 2: Metro and Urban Area Corridor Projects Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amerillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	-	-	-	-	-	-	-	-	-	-	\$ -
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	-	-	-	-	-	-	-	-	\$ -
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	-	-	-	-	-	-	-	-	-	-	\$ -
Dallas	-	-	-	-	-	-	-	-	-	-	\$ -
El Paso	-	-	-	-	-	-	-	-	-	-	\$ -
Ft. Worth	-	-	-	-	-	-	-	-	-	-	\$ -
Houston	-	-	-	-	-	-	-	-	-	-	\$ -
Laredo	-	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	-	-	-	-	-	-	-	-	-	-	\$ -
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	-	-	-	-	-	-	-	-	-	-	\$ -
San Angelo	-	-	-	-	-	-	-	-	-	-	\$ -
San Antonio	-	-	-	-	-	-	-	-	-	-	\$ -
Tyler	-	-	-	-	-	-	-	-	-	-	\$ -
Waco	-	-	-	-	-	-	-	-	-	-	\$ -
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	4,490,000	3,520,000	-	5,800,000	11,760,000	6,250,000	-	-	-	-	\$ 31,820,000
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	-	50,700,000	56,800,000	13,800,000	94,100,000	56,470,000	-	-	-	-	\$ 271,870,000
(BMT & HOU) HGAC TMA	-	36,210,000	77,600,000	134,060,000	68,950,000	135,240,000	-	-	-	-	\$ 452,060,000
(BMT) JHORTS MPO	8,890,000	9,250,000	-	-	6,570,000	-	9,980,000	-	-	-	\$ 34,690,000
(BRY) Bryan-College Station MPO	-	-	-	-	-	9,170,000	-	-	-	-	\$ 9,170,000
(CRP) Corpus Christi TMA	2,930,000	-	35,070,000	-	12,650,000	-	29,610,000	-	-	-	\$ 80,260,000
(DAL, FTW & PAR) NCTCOG TMA	126,940,000	-	39,250,000	46,190,000	28,520,000	1,530,000	56,770,000	-	-	-	\$ 299,200,000
(ELP) El Paso TMA	10,000,000	91,170,000	5,000,000	2,700,000	45,250,000	24,730,000	-	-	-	-	\$ 178,850,000
(LRD) Laredo TMA	2,990,000	-	-	-	6,830,000	-	-	-	-	-	\$ 9,820,000
(LBB) Lubbock TMA	870,000	-	-	-	-	-	-	-	-	-	\$ 870,000
(ODA) Midland-Odessa TMA	-	6,980,000	-	-	-	-	-	-	-	-	\$ 6,980,000
(PAR) Sherman-Denison MPO	-	2,920,000	-	-	5,610,000	7,230,000	-	-	-	-	\$ 15,760,000
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	3,680,000	-	-	-	7,590,000	-	-	-	-	-	\$ 11,270,000
(SAT) San Antonio-Bexar County TMA	-	63,750,000	25,340,000	25,340,000	25,340,000	25,340,000	50,690,000	-	-	-	\$ 215,800,000
(TYL) Tyler MPO	-	610,000	6,640,000	-	2,740,000	-	6,510,000	-	-	-	\$ 16,500,000
(TYL) Longview MPO	1,300,000	12,230,000	-	-	-	7,640,000	-	-	-	-	\$ 21,170,000
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	1,500,000	14,110,000	-	-	-	18,770,000	-	-	-	-	\$ 34,380,000
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	12,960,000	-	-	-	-	-	-	-	\$ 12,960,000
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
TOTAL	\$ 163,590,000	\$ 291,450,000	\$ 258,660,000	\$ 227,890,000	\$ 315,910,000	\$ 292,370,000	\$ 153,560,000	\$ -	\$ -	\$ -	\$ 1,703,430,000



Table VII-5 Category 3: Non-Traditionally Funded Transportation Projects Funding Summary (ALL FUNDS)

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abiene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	85,100,000	23,050,000	34,210,000	13,550,000	-	-	-	-	-	-	\$ 155,910,000
Beaumont	20,130,000	-	-	-	-	-	-	-	-	-	\$ 20,130,000
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	100,000,000	-	-	-	-	-	-	-	\$ 100,000,000
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	22,000,000	40,000,000	-	-	-	-	-	-	-	-	\$ 62,000,000
Dallas	67,660,000	71,060,000	6,030,000	-	-	-	-	-	-	-	\$ 144,750,000
El Paso	-	800,000,000	-	-	-	-	-	-	-	-	\$ 800,000,000
Ft. Worth	1,000,000	22,350,000	20,420,000	-	-	-	2,500,000	-	-	-	\$ 46,270,000
Houston	71,330,000	-	-	-	-	-	-	-	-	-	\$ 71,330,000
Laredo	7,000,000	-	-	-	-	-	-	-	-	-	\$ 7,000,000
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	750,000	-	-	-	-	-	-	-	-	-	\$ 750,000
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	10,520,000	71,040,000	-	-	-	-	-	-	-	-	\$ 81,560,000
San Angelo	-	-	-	-	-	-	-	-	-	-	\$ -
San Antonio	91,640,000	27,500,000	-	-	-	-	-	-	-	-	\$ 119,140,000
Tyler	-	-	-	-	-	-	-	-	-	-	\$ -
Waco	-	-	-	-	-	-	-	-	-	-	\$ -
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) Abilene MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	7,000,000	-	-	-	-	-	-	-	-	-	\$ 7,000,000
(BMT & HOU) HGAC TMA	171,690,000	-	-	-	-	-	-	-	-	-	\$ 171,690,000
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL, FTW & PAR) NCTCOG TMA	395,920,000	182,050,000	30,230,000	17,800,000	20,000,000	-	500,000	-	-	-	\$ 646,500,000
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	6,860,000	-	-	-	-	-	-	-	-	-	\$ 6,860,000
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Harlingen-San Benito MPO	3,990,000	-	-	-	-	-	-	-	-	-	\$ 3,990,000
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	4,220,000	-	-	-	-	-	-	-	-	-	\$ 4,220,000
(SJT) San Angelo MPO	970,000	-	-	-	-	-	-	-	-	-	\$ 970,000
(SAT) San Antonio-Bexar County TMA	54,440,000	-	-	-	-	-	-	-	-	-	\$ 54,440,000
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	471,170,000	1,973,810,000	245,260,000	206,300,000	358,420,000	2,400,000	1,119,130,000	-	80,000,000	307,830,000	\$ 4,764,320,000
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 1,493,390,000	\$ 3,210,860,000	\$ 436,150,000	\$ 237,650,000	\$ 378,420,000	\$ 2,400,000	\$ 1,122,130,000	\$ -	\$ 80,000,000	\$ 307,830,000	\$ 7,268,830,000



Table VII-6 Category 3: Non-Traditionally Funded Transportation Projects Funding Summary - SH 121 Surplus Toll Revenue

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	-	-	-	-	-	-	-	-	-	-	\$ -
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	-	-	-	-	-	-	-	-	\$ -
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	-	-	-	-	-	-	-	-	-	-	\$ -
Dallas	-	-	-	-	-	-	-	-	-	-	\$ -
El Paso	-	-	-	-	-	-	-	-	-	-	\$ -
Ft. Worth	-	-	-	-	-	-	-	-	-	-	\$ -
Houston	-	-	-	-	-	-	-	-	-	-	\$ -
Laredo	-	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	-	-	-	-	-	-	-	-	-	-	\$ -
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	-	-	-	-	-	-	-	-	-	-	\$ -
San Angelo	-	-	-	-	-	-	-	-	-	-	\$ -
San Antonio	-	-	-	-	-	-	-	-	-	-	\$ -
Tyler	-	-	-	-	-	-	-	-	-	-	\$ -
Waco	-	-	-	-	-	-	-	-	-	-	\$ -
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL, FTW & PAR) NCTCOG TMA	372,550,000	170,250,000	29,590,000	17,800,000	20,000,000	-	500,000	-	-	-	610,690,000
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hartling-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 372,550,000	\$ 170,250,000	\$ 29,590,000	\$ 17,800,000	\$ 20,000,000	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ 610,690,000



Table VII-7 Category 3: Non-Traditionally Funded Transportation Projects Funding Summary - SH 161 Surplus Toll Revenue

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	-	-	-	-	-	-	-	-	-	-	\$ -
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	-	-	-	-	-	-	-	-	\$ -
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	-	-	-	-	-	-	-	-	-	-	\$ -
Dallas	-	-	-	-	-	-	-	-	-	-	\$ -
El Paso	-	-	-	-	-	-	-	-	-	-	\$ -
Fl. Worth	-	-	-	-	-	-	-	-	-	-	\$ -
Houston	-	-	-	-	-	-	-	-	-	-	\$ -
Laredo	-	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	-	-	-	-	-	-	-	-	-	-	\$ -
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	-	-	-	-	-	-	-	-	-	-	\$ -
San Angelo	-	-	-	-	-	-	-	-	-	-	\$ -
San Antonio	-	-	-	-	-	-	-	-	-	-	\$ -
Tyler	-	-	-	-	-	-	-	-	-	-	\$ -
Waco	-	-	-	-	-	-	-	-	-	-	\$ -
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL, FTW & PAR) NCTCOG TMA	23,370,000	11,800,000	640,000	-	-	-	-	-	-	-	35,810,000
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAG) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 23,370,000	\$ 11,800,000	\$ 640,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,810,000



Table VII-8 Category 3: Non-Traditionally Funded Transportation Projects Funding Summary - SH 130  
Concession Revenue

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Ablene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	-
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	69,000,000	-	-	-	-	-	-	-	-	-	69,000,000
Beaumont	-	-	-	-	-	-	-	-	-	-	-
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	-	-	-	-	-	-	-	-	-	-	-
El Paso	-	-	-	-	-	-	-	-	-	-	-
Ft. Worth	-	-	-	-	-	-	-	-	-	-	-
Houston	-	-	-	-	-	-	-	-	-	-	-
Laredo	-	-	-	-	-	-	-	-	-	-	-
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	-	-	-	-	-	-	-	-	-	-	-
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	-	27,500,000	-	-	-	-	-	-	-	-	27,500,000
Tyler	-	-	-	-	-	-	-	-	-	-	-
Waco	-	-	-	-	-	-	-	-	-	-	-
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	7,000,000	-	-	-	-	-	-	-	-	-	7,000,000
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	-
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	21,000,000	-	-	-	-	-	-	-	-	-	21,000,000
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 97,000,000</b>	<b>\$ 27,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 124,500,000</b>



Table VII-9 Category 3: Non-Traditionally Funded Transportation Projects Funding Summary - Local Participation

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	-
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	-	-	-	-	-	-	-	-	-	-	-
Beaumont	-	-	-	-	-	-	-	-	-	-	-
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	-	-	-	-	-	-	-	-	-	-	-
El Paso	-	-	-	-	-	-	-	-	-	-	-
Ft. Worth	-	-	-	-	-	-	-	-	-	-	-
Houston	-	-	-	-	-	-	-	-	-	-	-
Laredo	-	-	-	-	-	-	-	-	-	-	-
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	-	-	-	-	-	-	-	-	-	-	-
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	-	-	-	-	-	-	-	-	-	-	-
Tyler	-	-	-	-	-	-	-	-	-	-	-
Waco	-	-	-	-	-	-	-	-	-	-	-
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	-
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	449,150,000	1,973,810,000	245,260,000	206,300,000	358,420,000	2,400,000	1,119,130,000	-	80,000,000	307,830,000	\$ 4,742,300,000
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 449,150,000</b>	<b>\$ 1,973,810,000</b>	<b>\$ 245,260,000</b>	<b>\$ 206,300,000</b>	<b>\$ 358,420,000</b>	<b>\$ 2,400,000</b>	<b>\$ 1,119,130,000</b>	<b>\$ -</b>	<b>\$ 80,000,000</b>	<b>\$ 307,830,000</b>	<b>\$ 4,742,300,000</b>



Table VII-10 Category 3: Non-Traditionally Funded Transportation Projects Funding Summary – Pass-Through Financing

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	-
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	16,100,000	23,050,000	34,210,000	13,550,000	-	-	-	-	-	-	86,910,000
Beaumont	20,130,000	-	-	-	-	-	-	-	-	-	20,130,000
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	14,410,000	23,380,000	6,030,000	-	-	-	-	-	-	-	43,820,000
El Paso	-	-	-	-	-	-	-	-	-	-	-
Ft. Worth	-	22,350,000	-	-	-	-	-	-	-	-	22,350,000
Houston	11,970,000	-	-	-	-	-	-	-	-	-	11,970,000
Laredo	-	-	-	-	-	-	-	-	-	-	-
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	-	36,500,000	-	-	-	-	-	-	-	-	36,500,000
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	71,280,000	-	-	-	-	-	-	-	-	-	71,280,000
Tyler	-	-	-	-	-	-	-	-	-	-	-
Waco	-	-	-	-	-	-	-	-	-	-	-
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) Abilene MPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	-
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	-	-	-	-	-	-	-	-	-	-	-
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
Total	\$ 133,890,000	\$ 105,280,000	\$ 40,240,000	\$ 13,550,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 292,960,000

This document does not authorize projects in this program or category funding. Projects were authorized by previous minute orders.



Table VII-11 Category 3: Non-Traditionally Funded Transportation Projects Funding Summary - Proposition 12  
(Program 1) Bonds

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	-	-	-	-	-	-	-	-	-	-	\$ -
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	-	-	-	-	-	-	-	-	\$ -
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	-	-	-	-	-	-	-	-	-	-	\$ -
Dallas	-	-	-	-	-	-	-	-	-	-	\$ -
El Paso	-	-	-	-	-	-	-	-	-	-	\$ -
Ft. Worth	-	-	-	-	-	-	-	-	-	-	\$ -
Houston	-	-	-	-	-	-	-	-	-	-	\$ -
Laredo	-	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	-	-	-	-	-	-	-	-	-	-	\$ -
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	-	-	-	-	-	-	-	-	-	-	\$ -
San Angelo	-	-	-	-	-	-	-	-	-	-	\$ -
San Antonio	15,000,000	-	-	-	-	-	-	-	-	-	15,000,000
Tyler	-	-	-	-	-	-	-	-	-	-	\$ -
Waco	-	-	-	-	-	-	-	-	-	-	\$ -
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 15,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	15,000,000



Table VII-12 Category 3: Non-Traditionally Funded Transportation Projects Funding Summary - Proposition 12  
(Program 2) Bonds

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Ablene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	-	-	-	-	-	-	-	-	-	-	\$ -
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	-	-	-	-	-	-	-	-	\$ -
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	-	-	-	-	-	-	-	-	-	-	\$ -
Dallas	-	-	-	-	-	-	-	-	-	-	\$ -
El Paso	-	-	-	-	-	-	-	-	-	-	\$ -
Ft. Worth	-	-	-	-	-	-	-	-	-	-	\$ -
Houston	-	-	-	-	-	-	-	-	-	-	\$ -
Laredo	-	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	-	-	-	-	-	-	-	-	-	-	\$ -
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	-	-	-	-	-	-	-	-	-	-	\$ -
San Angelo	-	-	-	-	-	-	-	-	-	-	\$ -
San Antonio	-	-	-	-	-	-	-	-	-	-	\$ -
Tyler	-	-	-	-	-	-	-	-	-	-	\$ -
Waco	-	-	-	-	-	-	-	-	-	-	\$ -
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hartlage-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Table VII-13 Category 3: Non-Traditionally Funded Transportation Projects Funding Summary - Proposition 14 Bonds

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	-	-	-	-	-	-	-	-	-	-	\$ -
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	-	-	-	-	-	-	-	-	\$ -
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	-	40,000,000	-	-	-	-	-	-	-	-	\$ 40,000,000
Dallas	-	6,680,000	-	-	-	-	-	-	-	-	\$ 6,680,000
El Paso	-	-	-	-	-	-	-	-	-	-	\$ -
Ft. Worth	-	-	-	-	-	-	-	-	-	-	\$ -
Houston	-	-	-	-	-	-	-	-	-	-	\$ -
Laredo	7,000,000	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	750,000	-	-	-	-	-	-	-	-	-	\$ 750,000
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	10,520,000	-	-	-	-	-	-	-	-	-	\$ 10,520,000
San Angelo	-	-	-	-	-	-	-	-	-	-	\$ -
San Antonio	5,380,000	-	-	-	-	-	-	-	-	-	\$ 5,380,000
Tyler	-	-	-	-	-	-	-	-	-	-	\$ -
Waco	-	-	-	-	-	-	-	-	-	-	\$ -
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT & HQJ) HGAC TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	6,880,000	-	-	-	-	-	-	-	-	-	\$ 6,880,000
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Harlingen-San Benito MPO	3,990,000	-	-	-	-	-	-	-	-	-	\$ 3,990,000
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	4,220,000	-	-	-	-	-	-	-	-	-	\$ 4,220,000
(SJT) San Angelo MPO	970,000	-	-	-	-	-	-	-	-	-	\$ 970,000
(SAT) San Antonio-Bexar County TMA	54,440,000	-	-	-	-	-	-	-	-	-	\$ 54,440,000
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(VIAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(VIAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YVM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	1,020,000	-	-	-	-	-	-	-	-	-	\$ 1,020,000
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 95,130,000	\$ 48,680,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134,810,000



Table VII-14 Category 3: Non-Traditionally Funded Transportation Projects Funding Summary - Texas Mobility

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	-	-	-	-	-	-	-	-	-	-	\$ -
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	100,000,000	-	-	-	-	-	-	-	\$ 100,000,000
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	22,000,000	-	-	-	-	-	-	-	-	-	\$ 22,000,000
Dallas	53,250,000	41,000,000	-	-	-	-	-	-	-	-	\$ 94,250,000
El Paso	-	800,000,000	-	-	-	-	-	-	-	-	\$ 800,000,000
Ft. Worth	1,000,000	-	20,420,000	-	-	-	2,500,000	-	-	-	\$ 23,920,000
Houston	59,360,000	-	-	-	-	-	-	-	-	-	\$ 59,360,000
Laredo	-	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	-	-	-	-	-	-	-	-	-	-	\$ -
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	-	34,540,000	-	-	-	-	-	-	-	-	\$ 34,540,000
San Angelo	-	-	-	-	-	-	-	-	-	-	\$ -
San Antonio	-	-	-	-	-	-	-	-	-	-	\$ -
Tyler	-	-	-	-	-	-	-	-	-	-	\$ -
Waco	-	-	-	-	-	-	-	-	-	-	\$ -
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ALS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT & HOU) HGAC TMA	171,690,000	-	-	-	-	-	-	-	-	-	\$ 171,690,000
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
<b>Total</b>	<b>\$ 307,300,000</b>	<b>\$ 875,540,000</b>	<b>\$ 120,420,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,305,760,000</b>

Allocations include the following for DART in Fort Worth FY14 \$1,000,000 and FY16 \$20,420,000; Dallas FY 14 \$22,382,585 and FY 14 \$30,872,531.



Table VII-15 Category 4: Statewide Connectivity Corridor Projects Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	-
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	-	-	-	-	-	-	-	-	-	-	-
Beaumont	-	-	-	-	-	-	-	-	-	-	-
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	-	-	-	-	-	-	-	-	-	-	-
El Paso	-	-	-	-	-	-	-	-	-	-	-
Ft. Worth	-	-	-	-	-	-	-	-	-	-	-
Houston	-	-	-	-	-	-	-	-	-	-	-
Laredo	-	-	-	-	-	-	-	-	-	-	-
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	-	-	-	-	-	-	-	-	-	-	-
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	-	-	-	-	-	-	-	-	-	-	-
Tyler	-	-	-	-	-	-	-	-	-	-	-
Waco	-	-	-	-	-	-	-	-	-	-	-
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) Abilene MPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(ALS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	-
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	-	-	-	-	-	-	-	-	-	-	-
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



Table VII-16 Category 5: Congestion Mitigation and Air Quality Improvement Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	-	-	-	-	-	-	-	-	-	-	\$ -
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	-	-	-	-	-	-	-	-	\$ -
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	-	-	-	-	-	-	-	-	-	-	\$ -
Dallas	-	-	-	-	-	-	-	-	-	-	\$ -
El Paso	-	-	-	-	-	-	-	-	-	-	\$ -
Ft. Worth	-	-	-	-	-	-	-	-	-	-	\$ -
Houston	-	-	-	-	-	-	-	-	-	-	\$ -
Laredo	-	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	-	-	-	-	-	-	-	-	-	-	\$ -
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	-	-	-	-	-	-	-	-	-	-	\$ -
San Angelo	-	-	-	-	-	-	-	-	-	-	\$ -
San Antonio	-	-	-	-	-	-	-	-	-	-	\$ -
Tyler	-	-	-	-	-	-	-	-	-	-	\$ -
Waco	-	-	-	-	-	-	-	-	-	-	\$ -
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT & HOU) HGAC TMA	75,700,000	64,760,000	65,920,000	66,630,000	67,520,000	68,410,000	69,330,000	70,270,000	71,000,000	71,520,000	\$ 691,060,000
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL, FTW & PAR) NCTCOG TMA	80,680,000	69,020,000	70,260,000	71,020,000	71,960,000	72,920,000	73,900,000	74,890,000	75,670,000	76,230,000	\$ 736,550,000
(ELP) El Paso TMA	8,940,000	7,650,000	7,790,000	7,870,000	7,970,000	8,080,000	8,190,000	8,300,000	8,390,000	8,450,000	\$ 81,630,000
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Harting-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	12,190,000	-	-	-	-	-	-	-	-	-	\$ 12,190,000
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
<b>Total</b>	<b>\$ 177,510,000</b>	<b>\$ 141,430,000</b>	<b>\$ 143,970,000</b>	<b>\$ 145,520,000</b>	<b>\$ 147,450,000</b>	<b>\$ 149,410,000</b>	<b>\$ 151,420,000</b>	<b>\$ 153,460,000</b>	<b>\$ 155,060,000</b>	<b>\$ 156,200,000</b>	<b>\$ 1,521,430,000</b>



Table VII-17 Category 6: Structures Replacement and Rehabilitation Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	-
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	-	-	-	-	-	-	-	-	-	-	-
Beaumont	-	-	-	-	-	-	-	-	-	-	-
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	-	-	-	-	-	-	-	-	-	-	-
El Paso	-	-	-	-	-	-	-	-	-	-	-
Ft. Worth	-	-	-	-	-	-	-	-	-	-	-
Houston	-	-	-	-	-	-	-	-	-	-	-
Laredo	-	-	-	-	-	-	-	-	-	-	-
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	-	-	-	-	-	-	-	-	-	-	-
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	-	-	-	-	-	-	-	-	-	-	-
Tyler	-	-	-	-	-	-	-	-	-	-	-
Waco	-	-	-	-	-	-	-	-	-	-	-
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	-
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	250,000,000	\$ 2,500,000,000
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	-	-	-	-	-	-	-	-	-	-	-
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
Total	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000	\$ 250,000,000	\$ 2,500,000,000



Table VII-18 Category 7: Metropolitan Mobility and Rehabilitation Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	-
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	-	-	-	-	-	-	-	-	-	-	-
Beaumont	-	-	-	-	-	-	-	-	-	-	-
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	-	-	-	-	-	-	-	-	-	-	-
El Paso	-	-	-	-	-	-	-	-	-	-	-
Ft. Worth	-	-	-	-	-	-	-	-	-	-	-
Houston	-	-	-	-	-	-	-	-	-	-	-
Laredo	-	-	-	-	-	-	-	-	-	-	-
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	-	-	-	-	-	-	-	-	-	-	-
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	-	-	-	-	-	-	-	-	-	-	-
Tyler	-	-	-	-	-	-	-	-	-	-	-
Waco	-	-	-	-	-	-	-	-	-	-	-
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	57,010,000	21,460,000	21,840,000	22,070,000	22,370,000	22,670,000	22,970,000	23,280,000	23,520,000	23,700,000	\$ 260,890,000
(BMT & HOU) HGAC TMA	102,470,000	81,640,000	83,110,000	84,000,000	85,110,000	86,250,000	87,400,000	88,590,000	89,510,000	90,170,000	\$ 878,250,000
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	6,330,000	5,040,000	5,130,000	5,190,000	5,250,000	5,320,000	5,400,000	5,470,000	5,530,000	5,570,000	\$ 54,230,000
(DAL, FTW & PAR) NCTCOG TMA	108,470,000	86,430,000	87,980,000	88,920,000	90,100,000	91,300,000	92,530,000	93,780,000	94,750,000	95,450,000	\$ 929,710,000
(ELP) El Paso TMA	15,270,000	12,160,000	12,380,000	12,510,000	12,680,000	12,850,000	13,020,000	13,200,000	13,340,000	13,430,000	\$ 130,840,000
(LRD) Laredo TMA	9,010,000	3,710,000	3,780,000	3,820,000	3,870,000	3,920,000	3,970,000	4,030,000	4,070,000	4,100,000	\$ 44,280,000
(LBB) Lubbock TMA	12,320,000	3,740,000	3,810,000	3,850,000	3,900,000	3,950,000	4,000,000	4,060,000	4,100,000	4,130,000	\$ 47,860,000
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hartling-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	16,520,000	11,480,000	11,680,000	11,810,000	11,970,000	12,120,000	12,290,000	12,450,000	12,580,000	12,680,000	\$ 125,580,000
(PHR) Brownsville TMA	8,320,000	3,430,000	3,490,000	3,530,000	3,570,000	3,620,000	3,670,000	3,720,000	3,760,000	3,780,000	\$ 40,890,000
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	34,750,000	27,690,000	28,190,000	28,490,000	28,870,000	29,250,000	29,640,000	30,040,000	30,360,000	30,580,000	\$ 297,860,000
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	4,300,000	3,430,000	3,490,000	3,530,000	3,570,000	3,620,000	3,670,000	3,720,000	3,760,000	3,790,000	\$ 36,880,000
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
<b>Total</b>	<b>\$ 374,770,000</b>	<b>\$ 260,210,000</b>	<b>\$ 264,880,000</b>	<b>\$ 267,720,000</b>	<b>\$ 271,260,000</b>	<b>\$ 274,870,000</b>	<b>\$ 278,560,000</b>	<b>\$ 282,340,000</b>	<b>\$ 285,280,000</b>	<b>\$ 287,380,000</b>	<b>\$ 2,847,270,000</b>

The following reconciliation amounts have been applied: CAMPO \$30.08M FY 2014, Pharr-Hidalgo \$4.11M FY 2014, Lubbock \$2.59M FY 2014.



Table VII-19 Category 8: Safety Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	-
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	-	-	-	-	-	-	-	-	-	-	-
Beaumont	-	-	-	-	-	-	-	-	-	-	-
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	-	-	-	-	-	-	-	-	-	-	-
El Paso	-	-	-	-	-	-	-	-	-	-	-
Ft. Worth	-	-	-	-	-	-	-	-	-	-	-
Houston	-	-	-	-	-	-	-	-	-	-	-
Laredo	-	-	-	-	-	-	-	-	-	-	-
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	-	-	-	-	-	-	-	-	-	-	-
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	-	-	-	-	-	-	-	-	-	-	-
Tyler	-	-	-	-	-	-	-	-	-	-	-
Waco	-	-	-	-	-	-	-	-	-	-	-
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	-
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	155,000,000	155,000,000	155,000,000	155,000,000	155,000,000	155,000,000	155,000,000	155,000,000	155,000,000	155,000,000	\$ 1,550,000,000
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	\$ 150,000,000
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	-	-	-	-	-	-	-	-	-	-	-
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
Total	\$ 170,000,000	\$ 170,000,000	\$ 170,000,000	\$ 170,000,000	\$ 170,000,000	\$ 170,000,000	\$ 170,000,000	\$ 170,000,000	\$ 170,000,000	\$ 170,000,000	\$ 1,700,000,000



Table VII-20 Category 8: Proposition 14 Safety Bond Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	-	-	-	-	-	-	-	-	-	-	\$ -
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	6,150,000	5,160,000	-	-	-	-	-	-	-	-	\$ 11,310,000
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	-	-	-	-	-	-	-	-	-	-	\$ -
Dallas	-	-	-	-	-	-	-	-	-	-	\$ -
El Paso	-	-	-	-	-	-	-	-	-	-	\$ -
Ft. Worth	-	-	-	-	-	-	-	-	-	-	\$ -
Houston	-	-	-	-	-	-	-	-	-	-	\$ -
Laredo	-	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	-	-	-	-	-	-	-	-	-	-	\$ -
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	-	-	-	-	-	-	-	-	-	-	\$ -
San Angelo	-	-	-	-	-	-	-	-	-	-	\$ -
San Antonio	-	-	-	-	-	-	-	-	-	-	\$ -
Tyler	-	-	-	-	-	-	-	-	-	-	\$ -
Waco	-	-	-	-	-	-	-	-	-	-	\$ -
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
<b>Total</b>	<b>\$ 6,150,000</b>	<b>\$ 5,160,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,310,000</b>



Table VII-21 Category 9: Transportation Enhancements Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Ablene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	-
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	-	-	-	-	-	-	-	-	-	-	-
Beaumont	-	-	-	-	-	-	-	-	-	-	-
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	-	-	-	-	-	-	-	-	-	-	-
El Paso	-	-	-	-	-	-	-	-	-	-	-
Ft. Worth	-	-	-	-	-	-	-	-	-	-	-
Houston	-	-	-	-	-	-	-	-	-	-	-
Laredo	-	-	-	-	-	-	-	-	-	-	-
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	-	-	-	-	-	-	-	-	-	-	-
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	-	-	-	-	-	-	-	-	-	-	-
Tyler	-	-	-	-	-	-	-	-	-	-	-
Waco	-	-	-	-	-	-	-	-	-	-	-
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	4,940,000	1,970,000	2,000,000	2,030,000	2,050,000	2,080,000	2,110,000	2,140,000	2,160,000	2,170,000	\$ 23,650,000
(BMT & HOU) HGAC TMA	18,800,000	7,490,000	7,620,000	7,710,000	7,810,000	7,910,000	8,020,000	8,130,000	8,210,000	8,270,000	\$ 89,970,000
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	1,160,000	460,000	470,000	480,000	480,000	490,000	490,000	500,000	510,000	510,000	\$ 5,550,000
(DAL, FTW & PAR) NCTCOG TMA	19,900,000	7,930,000	8,070,000	8,160,000	8,260,000	8,370,000	8,480,000	8,600,000	8,690,000	8,750,000	\$ 95,210,000
(ELP) El Paso TMA	2,800,000	1,120,000	1,140,000	1,150,000	1,160,000	1,180,000	1,190,000	1,210,000	1,220,000	1,230,000	\$ 13,400,000
(LRD) Laredo TMA	860,000	340,000	350,000	350,000	350,000	360,000	360,000	370,000	370,000	380,000	\$ 4,090,000
(LBB) Lubbock TMA	860,000	340,000	350,000	350,000	360,000	360,000	370,000	370,000	380,000	380,000	\$ 4,120,000
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	2,640,000	1,050,000	1,070,000	1,080,000	1,100,000	1,110,000	1,130,000	1,140,000	1,150,000	1,160,000	\$ 12,630,000
(PHR) Brownsville TMA	800,000	310,000	320,000	320,000	330,000	330,000	340,000	340,000	350,000	350,000	\$ 3,790,000
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	6,380,000	2,540,000	2,590,000	2,610,000	2,650,000	2,680,000	2,720,000	2,760,000	2,780,000	2,810,000	\$ 30,520,000
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	780,000	320,000	320,000	320,000	330,000	340,000	340,000	340,000	350,000	350,000	\$ 3,790,000
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YQM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	74,380,000	107,530,000	71,430,000	12,820,000	12,990,000	13,160,000	13,340,000	13,520,000	13,660,000	13,760,000	\$ 346,590,000
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	-	-	-	-	-	-	-	-	-	-	-
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
Total	\$ 134,300,000	\$ 131,400,000	\$ 95,730,000	\$ 37,380,000	\$ 37,870,000	\$ 38,370,000	\$ 38,890,000	\$ 39,420,000	\$ 39,830,000	\$ 40,120,000	\$ 633,310,000



Table VII-22 Category 10: Supplemental Transportation Projects Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	1,170,000	-	-	-	-	-	-	-	1,170,000
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	-	-	-	-	-	-	-	-	-	-	-
Beaumont	-	1,090,000	-	-	-	-	-	-	-	-	1,090,000
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	470,000	1,420,000	-	-	-	-	-	-	-	-	1,890,000
El Paso	22,720,000	-	-	-	-	-	-	-	-	-	22,720,000
Ft. Worth	2,560,000	-	-	-	750,000	-	-	-	-	-	3,310,000
Houston	3,220,000	2,040,000	-	-	-	-	-	-	-	-	5,260,000
Laredo	13,680,000	68,650,000	9,860,000	-	-	-	-	-	-	-	92,190,000
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	9,970,000	42,480,000	25,460,000	3,480,000	-	-	-	-	-	-	81,390,000
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	440,000	-	-	-	-	-	-	-	-	-	440,000
Tyler	1,170,000	-	-	-	-	-	-	-	-	-	1,170,000
Waco	450,000	400,000	-	-	-	-	-	-	-	-	850,000
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	-
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	3,500,000	35,000,000
Railroad Signal Maintenance Program	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	1,100,000	11,000,000
Texas Parks and Wildlife Program	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	100,000,000
Landscape Incentive Awards Program	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	20,000,000
Americans with Disabilities Act	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000	150,000,000
Statewide	14,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	11,000,000	113,000,000
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 100,280,000</b>	<b>\$ 158,680,000</b>	<b>\$ 79,090,000</b>	<b>\$ 46,080,000</b>	<b>\$ 43,350,000</b>	<b>\$ 42,600,000</b>	<b>\$ 42,600,000</b>	<b>\$ 42,600,000</b>	<b>\$ 42,600,000</b>	<b>\$ 42,600,000</b>	<b>\$ 640,480,000</b>

\*Individual district allocations only include non-federal earmark match and CBI (inclusive of federal & non-federal) authorized amounts.



Table VII-23 Category 10: Supplemental Transportation Projects Funding Summary - Coordinated Border Infrastructure (CBI)

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Albany	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Austin	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Beaumont	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Brownwood	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bryan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Childress	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Corpus Christi	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dallas	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
El Paso	22,720,000	-	-	-	-	-	-	-	-	-	22,720,000
Ft. Worth	-	-	-	-	-	-	-	-	-	-	-
Houston	-	-	-	-	-	-	-	-	-	-	-
Laredo	13,120,000	68,760,000	9,860,000	-	-	-	-	-	-	-	89,740,000
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	8,270,000	41,080,000	25,480,000	3,480,000	-	-	-	-	-	-	78,290,000
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	-	-	-	-	-	-	-	-	-	-	-
Tyler	-	-	-	-	-	-	-	-	-	-	-
Waco	-	-	-	-	-	-	-	-	-	-	-
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) Abilene MPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Teesikana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL) FTW & PAR NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	-
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hartings-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAG) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	-	-	-	-	-	-	-	-	-	-	-
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
Total	\$ 44,110,000	\$ 107,840,000	\$ 35,320,000	\$ 3,480,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,750,000



Table VII-24 Category 10: Supplemental Transportation Projects Funding Summary - Federal Earmark

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	4,670,000	-	-	-	-	-	-	-	4,670,000
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	-	-	-	-	-	-	-	-	-	-	-
Beaumont	490,000	4,370,000	-	-	-	-	-	-	-	-	4,860,000
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	2,360,000	5,690,000	-	-	-	-	-	-	-	-	8,050,000
El Paso	-	-	-	-	-	-	-	-	-	-	-
Ft. Worth	18,810,000	90,000	-	-	3,000,000	-	-	-	-	-	21,900,000
Houston	15,320,000	8,160,000	-	400,000	-	-	-	-	-	-	23,880,000
Laredo	2,600,000	5,950,000	10,530,000	-	-	-	-	-	-	-	19,080,000
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	6,810,000	6,510,000	-	-	-	-	-	-	-	-	13,320,000
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	1,740,000	-	-	-	-	-	-	-	-	-	1,740,000
Tyler	4,680,000	-	-	-	-	-	-	-	-	-	4,680,000
Waco	1,800,000	1,600,000	-	-	-	-	-	-	-	-	3,400,000
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	-
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	-	-	-	-	-	-	-	-	-	-	-
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 54,610,000</b>	<b>\$ 32,370,000</b>	<b>\$ 15,200,000</b>	<b>\$ 400,000</b>	<b>\$ 3,000,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 105,580,000</b>



Table VII-25 Category 10: Supplemental Transportation Projects Funding Summary - Earmark Match

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene											\$ -
Amarillo			1,170,000								\$ 1,170,000
Atlanta											\$ -
Austin											\$ -
Beaumont		1,090,000									\$ 1,090,000
Brownwood											\$ -
Bryan											\$ -
Childress											\$ -
Corpus Christi											\$ -
Dallas	470,000	1,420,000									\$ 1,890,000
El Paso											\$ -
Ft. Worth	2,560,000				750,000						\$ 3,310,000
Houston	3,220,000	2,040,000									\$ 5,260,000
Laredo	560,000	1,890,000									\$ 2,450,000
Lubbock											\$ -
Lufkin											\$ -
Odessa											\$ -
Paris											\$ -
Pharr	1,700,000	1,400,000									\$ 3,100,000
San Angelo											\$ -
San Antonio	440,000										\$ 440,000
Tyler	1,170,000										\$ 1,170,000
Waco	450,000	400,000									\$ 850,000
Wichita Falls											\$ -
Yoekum											\$ -
(ABL) AbileneMPO											\$ -
(AMA) Amarillo MPO											\$ -
(ATL) Texarkana MPO											\$ -
(AUS) CAMPO TMA											\$ -
(BMT & HOU) HGAC TMA											\$ -
(BMT) JHORTS MPO											\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Harlinge-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
<b>Total</b>	<b>\$ 10,570,000</b>	<b>\$ 8,240,000</b>	<b>\$ 1,170,000</b>	<b>\$ -</b>	<b>\$ 750,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,730,000</b>



Table VII-26 Category 11: District Discretionary Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	\$ 25,000,000
Amarillo	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Atlanta	-	5,000,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Austin	6,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 29,000,000
Beaumont	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Brownwood	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Bryan	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Childress	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Corpus Christi	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Dallas	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
El Paso	250,000	310,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 20,560,000
Ft. Worth	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Houston	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Laredo	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Lubbock	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Lufkin	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Odessa	1,750,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 24,250,000
Paris	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Pharr	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
San Angelo	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
San Antonio	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Tyler	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Waco	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Wichita Falls	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
Yoakum	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	\$ 25,000,000
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hartling-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 61,000,000	\$ 62,810,000	\$ 62,500,000	\$ 62,500,000	\$ 62,500,000	\$ 62,500,000	\$ 62,500,000	\$ 62,500,000	\$ 62,500,000	\$ 62,500,000	\$ 623,810,000



Table VII-27 Category 12: Strategic Priority Funding Summary with Category 5 and Category 7 Reconciliation  
(ALL FUNDS)

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	-
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	60,940,000	42,680,000	11,000,000	16,000,000	12,570,000	-	-	-	-	-	143,190,000
Beaumont	-	-	-	-	-	-	-	-	-	-	-
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	4,500,000	-	-	-	-	100,000,000	-	100,000,000	110,000,000	-	314,500,000
Dallas	242,730,000	-	56,000,000	20,810,000	13,870,000	34,680,000	34,680,000	34,680,000	34,680,000	-	472,130,000
El Paso	-	9,160,000	-	-	-	-	-	-	-	-	9,160,000
Ft. Worth	107,270,000	13,750,000	-	9,190,000	6,130,000	15,320,000	15,320,000	15,320,000	15,320,000	-	197,620,000
Houston	277,500,000	20,850,000	-	-	-	-	-	-	-	-	298,350,000
Laredo	-	-	-	-	-	-	-	-	-	-	-
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	11,300,000	30,000,000	55,000,000	-	-	-	-	-	-	-	96,300,000
San Angelo	40,070,000	-	-	-	-	-	-	-	-	-	40,070,000
San Antonio	18,000,000	-	-	-	-	-	-	-	-	-	18,000,000
Tyler	-	-	-	5,000,000	-	-	-	-	-	-	5,000,000
Waco	21,000,000	-	-	-	-	-	-	-	-	-	21,000,000
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	-	900,000	900,000	900,000	900,000	900,000	890,000	890,000	-	-	6,280,000
(BMT & HOU) HGAC TMA	1,890,000	1,890,000	1,890,000	1,890,000	1,890,000	1,880,000	1,880,000	1,880,000	-	-	15,080,000
(BMT) JHORTS MPO	360,000	360,000	360,000	360,000	360,000	360,000	360,000	360,000	-	-	2,880,000
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	210,000	200,000	210,000	200,000	210,000	200,000	210,000	200,000	-	-	1,640,000
(DAL, FTW & PAR) NCTCOG TMA	22,700,000	-	-	-	-	-	25,250,000	-	-	-	47,950,000
(ELP) El Paso TMA	1,980,000	-	-	-	-	-	-	-	-	-	1,980,000
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	160,000	160,000	160,000	160,000	160,000	150,000	150,000	150,000	-	-	1,250,000
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	820,000	410,000	410,000	400,000	400,000	400,000	400,000	400,000	-	-	3,640,000
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	1,020,000	1,020,000	-	-	8,220,000
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	-	-	-	-	-	-	-	-	-	-	-
Statewide Unallocated	-	-	-	7,910,000	9,710,000	7,010,000	10,600,000	108,530,000	128,130,000	329,600,000	601,490,000
Total	\$ 812,460,000	\$ 121,390,000	\$ 126,960,000	\$ 63,850,000	\$ 47,220,000	\$ 161,930,000	\$ 90,760,000	\$ 263,430,000	\$ 288,130,000	\$ 329,600,000	\$ 2,305,730,000



Table VII-28 Category 12: Strategic Priority Funding Summary

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	60,940,000	42,680,000	11,000,000	16,000,000	12,570,000	-	-	-	-	-	\$ 143,190,000
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	-	-	-	-	-	-	-	-	\$ -
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	4,500,000	-	-	-	-	100,000,000	-	100,000,000	110,000,000	-	\$ 314,500,000
Dallas	242,730,000	-	56,000,000	20,810,000	13,870,000	34,680,000	34,680,000	34,680,000	34,680,000	-	\$ 472,130,000
El Paso	-	9,160,000	-	-	-	-	-	-	-	-	\$ 9,160,000
Fl. Worth	107,270,000	3,000,000	-	9,190,000	6,130,000	15,320,000	15,320,000	15,320,000	15,320,000	-	\$ 186,870,000
Houston	277,500,000	20,850,000	-	-	-	-	-	-	-	-	\$ 298,350,000
Laredo	-	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	-	-	-	-	-	-	-	-	-	-	\$ -
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	11,300,000	30,000,000	55,000,000	-	-	-	-	-	-	-	\$ 96,300,000
San Angelo	40,070,000	-	-	-	-	-	-	-	-	-	\$ 40,070,000
San Antonio	18,000,000	-	-	-	-	-	-	-	-	-	\$ 18,000,000
Tyler	-	-	-	5,000,000	-	-	-	-	-	-	\$ 5,000,000
Waco	21,000,000	-	-	-	-	-	-	-	-	-	\$ 21,000,000
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(DAL, FTW & PAR) NCTCOG TMA	18,940,000	-	-	-	-	-	25,250,000	-	-	-	\$ 44,190,000
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
<b>Total</b>	<b>\$ 802,250,000</b>	<b>\$ 105,690,000</b>	<b>\$ 122,000,000</b>	<b>\$ 51,000,000</b>	<b>\$ 32,570,000</b>	<b>\$ 150,000,000</b>	<b>\$ 75,250,000</b>	<b>\$ 150,000,000</b>	<b>\$ 160,000,000</b>	<b>\$ -</b>	<b>\$ 1,648,760,000</b>



Table VII-29 Category 12: Category 5 Reconciliation

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	-
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	-	-	-	-	-	-	-	-	-	-	-
Beaumont	-	-	-	-	-	-	-	-	-	-	-
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	-	-	-	-	-	-	-	-	-	-	-
El Paso	-	-	-	-	-	-	-	-	-	-	-
Ft. Worth	-	-	-	-	-	-	-	-	-	-	-
Houston	-	-	-	-	-	-	-	-	-	-	-
Laredo	-	-	-	-	-	-	-	-	-	-	-
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	-	-	-	-	-	-	-	-	-	-	-
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	-	-	-	-	-	-	-	-	-	-	-
Tyler	-	-	-	-	-	-	-	-	-	-	-
Waco	-	-	-	-	-	-	-	-	-	-	-
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	360,000	360,000	360,000	360,000	360,000	360,000	360,000	360,000	-	-	2,880,000
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	1,980,000	-	-	-	-	-	-	-	-	-	1,980,000
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	-	-	-	-	-	-	-	-	-	-	-
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
Total	\$ 2,340,000	\$ 360,000	\$ 360,000	\$ 360,000	\$ 360,000	\$ 360,000	\$ 360,000	\$ 360,000	\$ -	\$ -	4,860,000



Table VII-30 Category 12: Category 7 Reconciliation

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	\$ -
Atlanta	-	-	-	-	-	-	-	-	-	-	\$ -
Austin	-	-	-	-	-	-	-	-	-	-	\$ -
Beaumont	-	-	-	-	-	-	-	-	-	-	\$ -
Brownwood	-	-	-	-	-	-	-	-	-	-	\$ -
Bryan	-	-	-	-	-	-	-	-	-	-	\$ -
Childress	-	-	-	-	-	-	-	-	-	-	\$ -
Corpus Christi	-	-	-	-	-	-	-	-	-	-	\$ -
Dallas	-	-	-	-	-	-	-	-	-	-	\$ -
El Paso	-	-	-	-	-	-	-	-	-	-	\$ -
Ft. Worth	-	-	-	-	-	-	-	-	-	-	\$ -
Houston	-	-	-	-	-	-	-	-	-	-	\$ -
Laredo	-	-	-	-	-	-	-	-	-	-	\$ -
Lubbock	-	-	-	-	-	-	-	-	-	-	\$ -
Lufkin	-	-	-	-	-	-	-	-	-	-	\$ -
Odessa	-	-	-	-	-	-	-	-	-	-	\$ -
Paris	-	-	-	-	-	-	-	-	-	-	\$ -
Pharr	-	-	-	-	-	-	-	-	-	-	\$ -
San Angelo	-	-	-	-	-	-	-	-	-	-	\$ -
San Antonio	-	-	-	-	-	-	-	-	-	-	\$ -
Tyler	-	-	-	-	-	-	-	-	-	-	\$ -
Waco	-	-	-	-	-	-	-	-	-	-	\$ -
Wichita Falls	-	-	-	-	-	-	-	-	-	-	\$ -
Yoakum	-	-	-	-	-	-	-	-	-	-	\$ -
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(ATL) Tezakana MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(AUS) CAMPO TMA	-	900,000	900,000	900,000	900,000	900,000	890,000	890,000	-	-	6,280,000
(BMT & HOU) HGAC TMA	1,890,000	1,890,000	1,890,000	1,890,000	1,880,000	1,880,000	1,880,000	1,880,000	-	-	15,080,000
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(CRP) Corpus Christi TMA	210,000	200,000	210,000	230,000	210,000	200,000	210,000	200,000	-	-	1,640,000
(DAL, FTW & PAR) NCTCOG TMA	3,780,000	-	-	-	-	-	-	-	-	-	3,780,000
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(LBB) Lubbock TMA	160,000	160,000	160,000	160,000	160,000	150,000	150,000	150,000	-	-	1,250,000
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(PHR) Hidalgo County TMA	820,000	410,000	410,000	400,000	400,000	400,000	400,000	400,000	-	-	3,640,000
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(SAT) San Antonio-Bexar County TMA	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	1,030,000	1,020,000	1,020,000	-	-	8,220,000
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	\$ -
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	\$ -
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	\$ -
Bridge Division	-	-	-	-	-	-	-	-	-	-	\$ -
Traffic Division	-	-	-	-	-	-	-	-	-	-	\$ -
Design Division	-	-	-	-	-	-	-	-	-	-	\$ -
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	\$ -
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	\$ -
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	\$ -
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	\$ -
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide	-	-	-	-	-	-	-	-	-	-	\$ -
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	\$ -
Total	\$ 7,870,000	\$ 4,590,000	\$ 4,600,000	\$ 4,580,000	\$ 4,580,000	\$ 4,560,000	\$ 4,550,000	\$ 4,540,000	\$ -	\$ -	\$ 39,870,000



Table VII-31 Category 12: 425 Plan

District/MPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	TOTALS
Abilene	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Amarillo	-	-	-	-	-	-	-	-	-	-	-
Atlanta	-	-	-	-	-	-	-	-	-	-	-
Austin	-	-	-	-	-	-	-	-	-	-	-
Beaumont	-	-	-	-	-	-	-	-	-	-	-
Brownwood	-	-	-	-	-	-	-	-	-	-	-
Bryan	-	-	-	-	-	-	-	-	-	-	-
Childress	-	-	-	-	-	-	-	-	-	-	-
Corpus Christi	-	-	-	-	-	-	-	-	-	-	-
Dallas	-	-	-	-	-	-	-	-	-	-	-
El Paso	-	-	-	-	-	-	-	-	-	-	-
Ft. Worth	-	10,750,000	-	-	-	-	-	-	-	-	10,750,000
Houston	-	-	-	-	-	-	-	-	-	-	-
Laredo	-	-	-	-	-	-	-	-	-	-	-
Lubbock	-	-	-	-	-	-	-	-	-	-	-
Lufkin	-	-	-	-	-	-	-	-	-	-	-
Odessa	-	-	-	-	-	-	-	-	-	-	-
Paris	-	-	-	-	-	-	-	-	-	-	-
Pharr	-	-	-	-	-	-	-	-	-	-	-
San Angelo	-	-	-	-	-	-	-	-	-	-	-
San Antonio	-	-	-	-	-	-	-	-	-	-	-
Tyler	-	-	-	-	-	-	-	-	-	-	-
Waco	-	-	-	-	-	-	-	-	-	-	-
Wichita Falls	-	-	-	-	-	-	-	-	-	-	-
Yoakum	-	-	-	-	-	-	-	-	-	-	-
(ABL) AbileneMPO	-	-	-	-	-	-	-	-	-	-	-
(AMA) Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-
(ATL) Texarkana MPO	-	-	-	-	-	-	-	-	-	-	-
(AUS) CAMPO TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT & HOU) HGAC TMA	-	-	-	-	-	-	-	-	-	-	-
(BMT) JHORTS MPO	-	-	-	-	-	-	-	-	-	-	-
(BRY) Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-
(CRP) Corpus Christi TMA	-	-	-	-	-	-	-	-	-	-	-
(DAL, FTW & PAR) NCTCOG TMA	-	-	-	-	-	-	-	-	-	-	-
(ELP) El Paso TMA	-	-	-	-	-	-	-	-	-	-	-
(LRD) Laredo TMA	-	-	-	-	-	-	-	-	-	-	-
(LBB) Lubbock TMA	-	-	-	-	-	-	-	-	-	-	-
(ODA) Midland-Odessa TMA	-	-	-	-	-	-	-	-	-	-	-
(PAR) Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-
(PHR) Hidalgo County TMA	-	-	-	-	-	-	-	-	-	-	-
(PHR) Brownsville TMA	-	-	-	-	-	-	-	-	-	-	-
(SJT) San Angelo MPO	-	-	-	-	-	-	-	-	-	-	-
(SAT) San Antonio-Bexar County TMA	-	-	-	-	-	-	-	-	-	-	-
(TYL) Tyler MPO	-	-	-	-	-	-	-	-	-	-	-
(TYL) Longview MPO	-	-	-	-	-	-	-	-	-	-	-
(WAC) Killeen-Temple TMA	-	-	-	-	-	-	-	-	-	-	-
(WAC) Waco MPO	-	-	-	-	-	-	-	-	-	-	-
(WFS) Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-
(YKM) Victoria MPO	-	-	-	-	-	-	-	-	-	-	-
Bridge Division	-	-	-	-	-	-	-	-	-	-	-
Traffic Division	-	-	-	-	-	-	-	-	-	-	-
Design Division	-	-	-	-	-	-	-	-	-	-	-
Federal Railway-Highway Safety Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Grade Crossing Program	-	-	-	-	-	-	-	-	-	-	-
Railroad Signal Maintenance Program	-	-	-	-	-	-	-	-	-	-	-
Texas Parks and Wildlife Program	-	-	-	-	-	-	-	-	-	-	-
Landscape Incentive Awards Program	-	-	-	-	-	-	-	-	-	-	-
Americans with Disabilities Act	-	-	-	-	-	-	-	-	-	-	-
Statewide	-	-	-	-	-	-	-	-	-	-	-
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-
Total	\$ -	\$ 10,750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,750,000



Table VIII-2 2014 UTP Programming Information by Category

Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p><b>1</b> Preventive Maintenance and Rehabilitation</p>	<ul style="list-style-type: none"> <li>Commission allocation program distributed to Districts by PM and Rehabilitation formulas.</li> <li>Entire allocation may be used on preventive maintenance or rehabilitation projects or combination.</li> <li>Allocation does not include Energy Sector Impacts.</li> <li>Projects selected and managed by the district based on a prioritized list.</li> <li>District updates project data in UTP Programming Template and Design and Construction Information System (DCIS).</li> </ul>	<p>Each district shall receive an allocation based on this funding target formula:</p> <p><u>Preventive Maintenance</u> 3 basic criteria are weighted by %. A total allocation % is calculated by district with 98% directed toward roadway maintenance &amp; 2% directed toward bridge maintenance.</p> <ul style="list-style-type: none"> <li>65% On system lane miles</li> <li>33% Pavement distress score pace factor</li> <li>2% Square footage of on system bridge deck area</li> </ul> <p><u>Rehabilitation</u></p> <ul style="list-style-type: none"> <li>32.5% 3-Year Average Lane - Miles of pavement distress scores &lt; 70</li> <li>20% Vehicle miles traveled per lane mile (On system)</li> <li>32.5% Equivalent Single Axle Load Miles (On &amp; Off system &amp; Interstate)</li> <li>15% Pavement distress score pace factor</li> </ul>	<p>Federal 90% State 10% Or Federal 80% State 20% Or 100% State (Chief Financial Officer (CFO) approval)</p> <p><u>Preventive Maintenance</u> - Work to preserve, rather than improve, the structural integrity of the pavement and/or structure. Examples of preventive maintenance activities include asphalt concrete pavement (ACP) overlays (2" thick maximum); seal coats; cleaning and sealing joints and cracks; patching concrete pavement; shoulder repair; scour countermeasures; cleaning and painting steel members to include application of other coatings; restore drainage systems; cleaning and sealing bridge joints; micro-surfacing; bridge deck protection; milling or bituminous level-up; clean, lubricate and reset bearings; and clean rebar/strand and patch structural concrete and seal cracks.</p> <p><u>Rehabilitation</u> - funds can be expended on any highway on the state highway system, and are intended for the rehabilitation (including approved preventive maintenance measures) of existing main lanes, structures and frontage roads. Rehabilitation of an existing two-lane highway to a Super 2 highway may be funded within this category.</p> <p>The installation and/or rehabilitation of signs and their appurtenances, pavement markings, thermoplastic striping, traffic signals, and illumination systems, including minor roadway modifications to improve operations also allowed under this category. Funds can be used to install new traffic signals as well as modernize existing signals.</p>



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p><b>2</b> Metropolitan and Urban Corridor Projects</p>	<ul style="list-style-type: none"> <li>• Commission distributes funds to MPO's by the Category 2 Metro and Urban formulas.</li> <li>• This UTP does not distribute additional funds in this category.</li> <li>• Total project cost allocation.</li> <li>• Projects may be reprioritized during the development of the UTP.</li> <li>• Projects selected and ranked by MPOs in consultation with TxDOT.</li> <li>• District updates project data in UTP Programming Template and DCIS.</li> </ul>	<p>Each MPO shall receive an allocation based on this funding target formula:</p> <p>TMA = 87% of Category 2 Funding Allocation</p> <p><u>TMA Distribution Formula:</u></p> <ul style="list-style-type: none"> <li>• 30% Total vehicle miles traveled (on &amp; off system)</li> <li>• 17% Population</li> <li>• 10% Lane miles (on system)</li> <li>• 14% Vehicle miles traveled (trucks only) (on system)</li> <li>• 7% Percentage of census population below the federal poverty level</li> <li>• 15% Based on Congestion</li> <li>• 7% Fatal and incapacitating crashes</li> </ul> <p>MPO operating in areas that are non-TMA = 13% of Category 2 Funding Allocation</p> <p><u>MPO Distribution Formula:</u></p> <ul style="list-style-type: none"> <li>• 20% Total vehicle miles traveled (on &amp; off system)</li> <li>• 25% Population</li> <li>• 8% Lane miles (on system)</li> <li>• 15% Vehicle miles traveled (trucks only) (on system)</li> <li>• 4% Population</li> <li>• 8% Centerline miles (on system)</li> <li>• 10% Congestion</li> <li>• 10% Fatal and incapacitating crashes</li> </ul>	<p>Federal 80% Local 20% Or Federal 80% State 20% Or 100% State (CFO approval)</p> <p>Mobility and added capacity projects along a corridor that improves transportation facilities in order to decrease travel time and level or duration of traffic congestion, and to increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.</p>



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p><b>3</b> Non-Traditionally Funded Transportation Projects</p>	<ul style="list-style-type: none"> <li>• Project Selection and/or allocation based on legislation, Commission approved Minute Orders and/or anticipated local commitments.</li> <li>• The UTP does not authorize any new projects in the Pass-Through Finance Program.</li> <li>• UTP Programming Template includes previously approved and programmed projects.</li> <li>• Projects in the UTP Programming Template reflect the current allocation in appropriate let year.</li> <li>• District updates project data in UTP Programming Template and DCIS.</li> <li>• District ranks projects.</li> </ul>	<p>Determined by legislation, Commission approved Minute Order, and local government commitments.</p>	<p>Federal 80% State 20% Or 100% State (CFO approval) Or 100% Local Or Varies by agreement and rules</p> <p>Transportation-related projects that qualify for funding from sources not traditionally part of the SHF including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Proposition 14, TMF , pass-through financing, regional revenue and concession funds, and local participation funding.</p>



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<b>4</b> Statewide Connectivity Corridor Projects	<ul style="list-style-type: none"> <li>• Project-specific selection by Commission.</li> <li>• Total project cost allocation.</li> <li>• District updates project data in UTP Programming Template and DCIS.</li> <li>• District ranks projects.</li> </ul>	<p>Selections based on engineering analysis of projects on three corridor types:</p> <p>Mobility Corridors - based on congestion.</p> <p>Connectivity Corridors - 2-lane roadways requiring upgrade to 4-lane divided.</p> <p>Strategic Corridors - strategic corridor additions to the state highway network. An example would be the Ports-to-Plains corridor.</p>	<p>Federal 80% State 20% Or 100% State (CFO approval)</p> <p>Mobility and added capacity projects on major state highway system corridors, which provide statewide connectivity between urban areas and corridors. Composed of a highway connectivity network that includes:</p> <ul style="list-style-type: none"> <li>• The Texas Trunk System.</li> <li>• NHS</li> <li>• Connections from the Texas Trunk System or the NHS to major ports on international borders or Texas water ports.</li> </ul>
<b>5</b> Congestion Mitigation and Air Quality Improvement	<ul style="list-style-type: none"> <li>• Commission allocation program.</li> <li>• Projects selected and ranked by MPOs in consultation with TxDOT.</li> <li>• Total Project Cost allocation.</li> <li>• District updates project data in UTP Programming Template and DCIS.</li> </ul>	<p>Distributed by population weighted by air quality severity to non-attainment areas. Non-attainment areas designated by the Environmental Protection Agency (EPA).</p>	<p>Federal 80% Local 20% Or Federal 80% State 20%</p> <p>Addresses attainment of National Ambient Air Quality Standard in non-attainment areas (currently Dallas-Fort Worth, Houston, and El Paso). Funds cannot be used to add capacity for single occupancy vehicles.</p>



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<b>6</b> Structures Replacement & Rehabilitation Highway Bridge Program Federal Railroad Grade Separation Program	<ul style="list-style-type: none"> <li>Statewide allocation program set by Commission.</li> <li>Projects selected and managed by the Bridge Division based on prioritized listing.</li> <li>RGS projects are selected and managed by Bridge Division based on a Cost-benefit Index for at-grade railroad crossing elimination projects and a Prioritization Ranking for railroad underpass replacement or rehabilitation projects.</li> <li>District coordinates UTP Development project list with BRG.</li> <li>BRG updates project data in UTP Programming Template.</li> <li>BRG ranks projects.</li> </ul>	<p><u>Highway Bridge Program:</u> Projects are selected statewide based on a listing of eligible bridges prioritized first by Deficiency Categorization (Structurally Deficient followed by Functionally Obsolete) and then by Sufficiency Ratings.</p> <p><u>Railroad Grade Separation:</u> Cost-benefit Index that utilizes vehicle and train traffic, accident rates, casualty costs, and personnel and equipment delay costs for selecting at-grade railroad crossing elimination projects.</p> <p>Prioritization Ranking that utilizes vertical clearance and roadway characteristics for selecting replacement or rehabilitation of railroad underpass projects</p>	<p><u>Highway Bridge Program</u> Federal 90%; State 10% Or Federal 80% State 20% Or Federal 80%; State 10% Local 10% Or State 100% (CFO Approval)</p> <p>Replaces or rehabilitates eligible bridges on and off the state highway system that are considered functionally obsolete or structurally deficient. Bridges with a sufficiency rating below 50 are eligible for replacement. Bridges with a sufficiency rating of 80 or less are eligible for rehabilitation. A minimum of 15% of the funding must go toward replacement and rehabilitation of off-system bridges.</p> <p><u>Railroad Grade Separation:</u> Federal 80% State 20%</p> <p>Eliminates at-grade highway-railroad crossings through the construction of highway overpasses or railroad underpasses, and rehabilitates or replaces deficient railroad underpasses on the state highway system.</p>



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<b>7</b> Metropolitan Mobility & Rehabilitation	<ul style="list-style-type: none"> <li>• Commission allocation program.</li> <li>• Allocation based on projected federal funding levels.</li> <li>• Total project cost allocation.</li> <li>• Projects selected and ranked by MPOs in consultation with TxDOT.</li> <li>• District updates project data in UTP Programming Template and DCIS.</li> </ul>	Federal program distributed to MPO's with an urbanized area population of 200,000 or greater (TMA's).	Federal 80% Local 20% Or Federal 80% State 20%  State Transportation needs within the Transportation Management Areas (TMA). Projects selected by the MPOs.



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<b>8</b> Safety- Highway Safety Improvement Program High Risk Rural Roads Sub Program Safety Bond Program	<ul style="list-style-type: none"> <li>Commission allocation program.</li> <li>Projects selected and managed by the TRF based on a prioritized list.</li> <li>District coordinates UTP development project list with TRF.</li> <li>District updates project data in UTP Programming Template.</li> <li>TRF updates letting dates in DCIS and manages statewide allocation.</li> <li>District ranks projects in consultation with the TRF Division.</li> </ul>	<p><u>Highway Safety Improvement Program:</u>            Safety Improvement Index (SII)</p> <p><u>High Risk Rural Road Roads Sub Program</u>            Safety Improvement Index (SII)</p> <p><u>Safety Bond Program:</u>            Safety Improvement Index (SII), roadway safety characteristics and anticipated time required to complete the candidate project.</p>	<p><u>Highway Safety Improvement Program:</u>            Federal 90%            State 10%</p> <p>Safety-related projects on and off the state highway system. Projects are evaluated using three years of crash data, and ranked by Safety Improvement Index. Workforce development, training, and education activities are also an eligible use of HSIP funds.</p> <p>Safety related construction and operational improvements on high risk rural roads. High risk rural roads are roadways functionally classified as rural major or minor collectors or rural local roads with a fatal and incapacitating injury crash rate above the statewide average for these functional classes of roadways; or likely to experience an increase in traffic volumes that leads to a crash rate in excess of the average statewide rate.</p> <p>Safe Routes to School projects previously authorized remains in Category 8. Future Safe Routes to School projects will be managed under the TAP program guidelines in Category 9.</p> <p><u>Safety Bond Program:</u>            100% State</p> <p>Allocations for the safety bond program are approved by the Texas Transportation Commission, with the program managed as an allocation program on a statewide basis. Projects evaluated, ranked, prioritized and selected by the Traffic Operations Division.</p>



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<b>8</b> Safety-Federal Railway-Highway Safety Program	<ul style="list-style-type: none"> <li>• Commission allocation program.</li> <li>• Projects selected and managed by the Rail Division based on a prioritized list.</li> <li>• District coordinates UTP Development project list with the Rail Division.</li> <li>• District updates project data in UTP Programming Template and DCIS.</li> <li>• District ranks projects in consultation with Rail Division.</li> </ul>	Railroad Crossing Index	Federal 90% State 10%  Funding set aside from HSIP for safety improvements in order to reduce the number of fatalities, injuries and crashes at public grade crossings.  Installation of automatic railroad warning devices at railroad crossings on and off state highway system, selected from statewide inventory list which is prioritized by index (# of trains per day, train speed, ADT, school buses per day, type of existing warning device, train-involved crashes within prior five years, etc.) Provide incentive payments to local governments for closing crossings. Improve signal preemption and coordination of train control signals. Improve passive warning devices to comply with federal guidelines.
<b>9</b> Transportation Enhancements	<ul style="list-style-type: none"> <li>• Project Specific Selection by Commission.</li> <li>• Not reauthorized under MAP-21.</li> <li>• Funds distributed to satisfy commitments made from previous program calls.</li> <li>• DES Division updates UTP Programming Template and ranks projects in consultation with Districts.</li> <li>• District updates project data and letting dates in DCIS.</li> <li>• DES Division manages statewide allocation.</li> </ul>	TxDOT staff and FHWA evaluate for eligibility and make recommendations to Commission. TMAs select and rank projects within their areas in consultation with TxDOT.	Federal 80% Local 20% Or Federal 80% State 20%  Projects defined as transportation enhancements, including on- and off-road pedestrian and bicycle facilities, bicycle education and safety activities, acquisition of scenic easements, tourist and welcome centers, landscaping, historic preservation, rehab and operation of historic transportation buildings, preservation of abandoned railways, control and removal of outdoor advertising, archeological planning and research, environmental mitigation and establishment of transportation museums.



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p><b>9</b></p> <p>Transportation Enhancements (Cont.)</p> <p>Safety Rest Area Program</p>	<ul style="list-style-type: none"> <li>• Commission allocation program.</li> <li>• Projects selected and managed by the MNT Division based on a prioritized list.</li> <li>• Design Division coordinates UTP Development project list with the MNT Division.</li> <li>• Design Division updates project data in UTP Template and ranks projects.</li> <li>• MNT Division updates project data and letting dates in DCIS.</li> <li>• DES Division manages statewide allocation.</li> </ul>	<p>Selection criteria includes: travel corridors, appropriate size and spacing of rest areas, customer desired features, and operational functions.</p>	<p>Federal 80% State 20%</p> <p>Projects to renovate, build, and relocate safety rest areas and visitor centers along the state highway system. Small amount of program funds used for safety rest area repairs. Other federal-aid or state funds may be used for non-qualifying repair activities.</p>



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<b>9</b> Transportation Alternatives Program	<ul style="list-style-type: none"> <li>• Commission allocation program.</li> <li>• Federal program created by MAP-21.</li> <li>• Includes distribution of funds based on population.</li> <li>• TMA's get direct allocation for program calls.</li> <li>• TAP statewide allocation and program calls to be managed by the DES Division.</li> <li>• DES Division coordinates UTP Development project list with the District.</li> <li>• DES updates project data in UTP Template and ranks projects.</li> <li>• District updates project data and letting dates in DCIS.</li> </ul>	<p>TxDOT staff and FHWA evaluate for eligibility and make recommendations to Commission for Statewide allocation.</p> <p>TMA's select and rank projects within their areas in consultation with TxDOT and FHWA.</p>	<p>Federal 80%            State 20%            Or            Federal 80%            Local 20%</p> <p>Projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right of way of former interstate system routes or other divided highways.</p>
<b>10</b> Supplemental Transportation TPWD	<ul style="list-style-type: none"> <li>• Commission allocation program.</li> <li>• District updates project data in UTP Programming Template and DCIS.</li> <li>• District ranks projects.</li> </ul>	<p>Locations selected and prioritized by TPWD.</p>	<p>State 100%</p> <p>Construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, etc. Subject to Memorandum of Agreement between TxDOT and TPWD.</p>



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p><b>10</b></p> <p>Supplemental Transportation Projects - Green Ribbon Landscape Improvement Program</p> <p>Curb Ramp Program</p> <p>Miscellaneous Landscape Incentive Awards Program</p>	<ul style="list-style-type: none"> <li>Statewide allocation programs.</li> <li>Projects selected and managed by the Design Division.</li> <li>Design Division updates UTP Programming Template and ranks projects.</li> <li>District updates project data and letting dates in DCIS.</li> <li>Design Division manages statewide allocations.</li> <li>Projects are selected by the Design Division with concurrence from the MPO if within the MPO jurisdiction.</li> </ul>	<p><u>Green Ribbon:</u> Allocations based on one-half percent of the estimated letting capacity for the TxDOT districts which contain air quality non-attainment or near non-attainment counties</p> <p><u>Curb Ramp:</u> Projects are selected based on conditions of curb ramps or location of intersections without ramps.</p> <p><u>Landscape Incentive Awards:</u> Funding is distributed to ten locations based on results of Keep Texas Beautiful Awards Program.</p>	<p>State 100% (CFO Approval) Or Federal 80% State 20%</p> <p><u>Green Ribbon:</u> Address new landscape development and establishment projects within districts that have air quality non-attainment or near non-attainment counties (projects to plant trees and shrubs to help mitigate the effects of air pollution).</p> <p><u>Curb Ramp:</u> This program addresses construction or replacement of curb ramps at on-system intersections to make the intersections more accessible to pedestrians with disabilities.</p> <p><u>Landscape Incentive Awards:</u> Program allows the department to negotiate and execute joint landscape development projects in nine locations based on population categories in association with the Keep Texas Beautiful Governor's Community Achievement Awards Program. The awards recognize participating cities or communities efforts in litter control, quality of life issues and beautification programs and projects.</p>



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<b>10</b> Supplemental Transportation Projects – Coordinated Border Infrastructure Program  Supplemental Transportation Projects (Federal)	<ul style="list-style-type: none"> <li>• Commission allocation program by formula.</li> <li>• Not reauthorized under MAP-21.</li> <li>• Funding level is set based on projects identified by the districts and approved by FHWA.</li> <li>• District updates project data in UTP Programming Template and DCIS.</li> <li>• District ranks projects.</li> </ul>	<u>Coordinated Border Infrastructure: Allocation Formula</u> <ul style="list-style-type: none"> <li>• 20% Incoming commercial trucks</li> <li>• 30% Incoming personal motor vehicles &amp; buses</li> <li>• 25% weight of incoming cargo by commercial trucks</li> <li>• 25% Number of land border ports of entry</li> </ul> <u>Supplemental Transportation Projects (Federal):</u> Not applicable.	Federal 100% Or Federal 80% Local 20% Or Federal 80% State 20%  <u>Coordinated Border Infrastructure:</u> Projects selected in program to improve the safe movement of motor vehicles at or across the land border between the United States and Mexico.  <u>Supplemental Transportation Projects (Federal):</u> Federal Discretionary and Congressional High-Priority Projects.



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<p><b>10</b></p> <p>Supplemental Transportation Projects – Railroad Rehabilitation and Improvement Projects</p> <p>Railroad Grade Crossing and Re-planking Program</p> <p>Railroad Signal Maintenance Program</p>	<ul style="list-style-type: none"> <li>Commission allocation program.</li> <li>Projects selected and managed by the Rail Division based on a prioritized list.</li> <li>District updates project data in UTP Programming Template and DCIS.</li> <li>District ranks projects in consultation with the Rail Division.</li> <li>District updates project completion data in Rail Division crossing inventory.</li> </ul>	<p><u>Railroad Grade Crossing and Re-planking Program:</u> Condition of crossing's riding surface and cost per vehicle using crossing.</p> <p><u>Railroad Signal Maintenance Program:</u> Number of crossings and type of automatic devices present at each.</p>	<p>State 100%</p> <p><u>Railroad Grade Crossing and Re-planking Program:</u> Replacement of rough railroad crossing surfaces on the state highway system (approximately 50 installations per year statewide). Project selection based on conditions of the riding surface (highway, railroad and drainage) and cost per vehicle using the crossing.</p> <p><u>Railroad Signal Maintenance Program:</u> Contributions to each railroad company based on number of state highway system crossings and type of automatic devices present at each crossing.</p>
<p><b>11</b></p> <p>District Discretionary</p>	<ul style="list-style-type: none"> <li>Commission allocation program.</li> <li>Projects selected and managed by the District</li> <li>District updates project data in UTP Programming Template and DCIS.</li> <li>District ranks projects.</li> </ul>	<p>Minimum \$2.5 million allocation to each district per legislative mandate. If additional funds are distributed, the below formula is used:</p> <p>Allocation Formula</p> <ul style="list-style-type: none"> <li>70% On-system vehicle miles traveled</li> <li>20% On-system lane miles</li> <li>10% Annual truck vehicle miles traveled</li> </ul>	<p>Federal 80% State 20%</p> <p>Or</p> <p>Federal 80% Local 20%</p> <p>Or</p> <p>State 100% (CFO Approval)</p> <p>Projects selected at the district's discretion.</p>



Category	Programming Instructions	Ranking Index or Allocation Formula	Funding and Project Scope/Description
<b>12</b> Strategic Priority CMAQ & STP-MM Reconciliation	<ul style="list-style-type: none"> <li>Project-Specific Selection by Commission for Strategic Priority.</li> <li>Allocation of funds for CMAQ &amp; STP-MM Reconciliation.</li> <li>District updates project data in UTP Programming Template and DCIS.</li> <li>District ranks projects in consultation with MPOs for allocation.</li> </ul>	<u>Strategic Priority:</u> Selected by Texas Transportation Commission.  <u>CMAQ &amp; STP-MM Reconciliation:</u> Allocations provided to MPO's. Projects selected and ranked by the MPO in consultation with TxDOT.	Federal 80% State 20% Or State 100% (CFO Approval)  Commission selects projects to: promote economic opportunity; increase efficiency on military; deployment routes or to retain military assets in response to the Federal Military Base Realignment and Closure Report; and maintain the ability to respond to both man-made and natural emergencies.
<b>PA</b> Programming Authority	<ul style="list-style-type: none"> <li>Planning funds distributed by formula.</li> <li>May be programmed to account for inflation costs, meet funding shortfall/gap, or to initiate advanced planning project activity.</li> </ul>	Allocation Formula <ul style="list-style-type: none"> <li>70% On-system vehicle miles traveled</li> <li>20% On-system lane miles</li> <li>10% Annual truck vehicle miles traveled</li> </ul>	Focus on advanced planning activities.



# Laredo District

## Summary

The Laredo District plans, designs, builds, operates and maintains the state transportation system in the counties shown in Figure III-15. Further information on District contacts and project information may be found on the TxDOT web page at <http://www.txdot.gov/inside-txdot/district.html>.



The Laredo District coordinates with local transportation partners, including the Laredo Urban Transportation Study (Metropolitan Planning Organization), in the development of its projects.

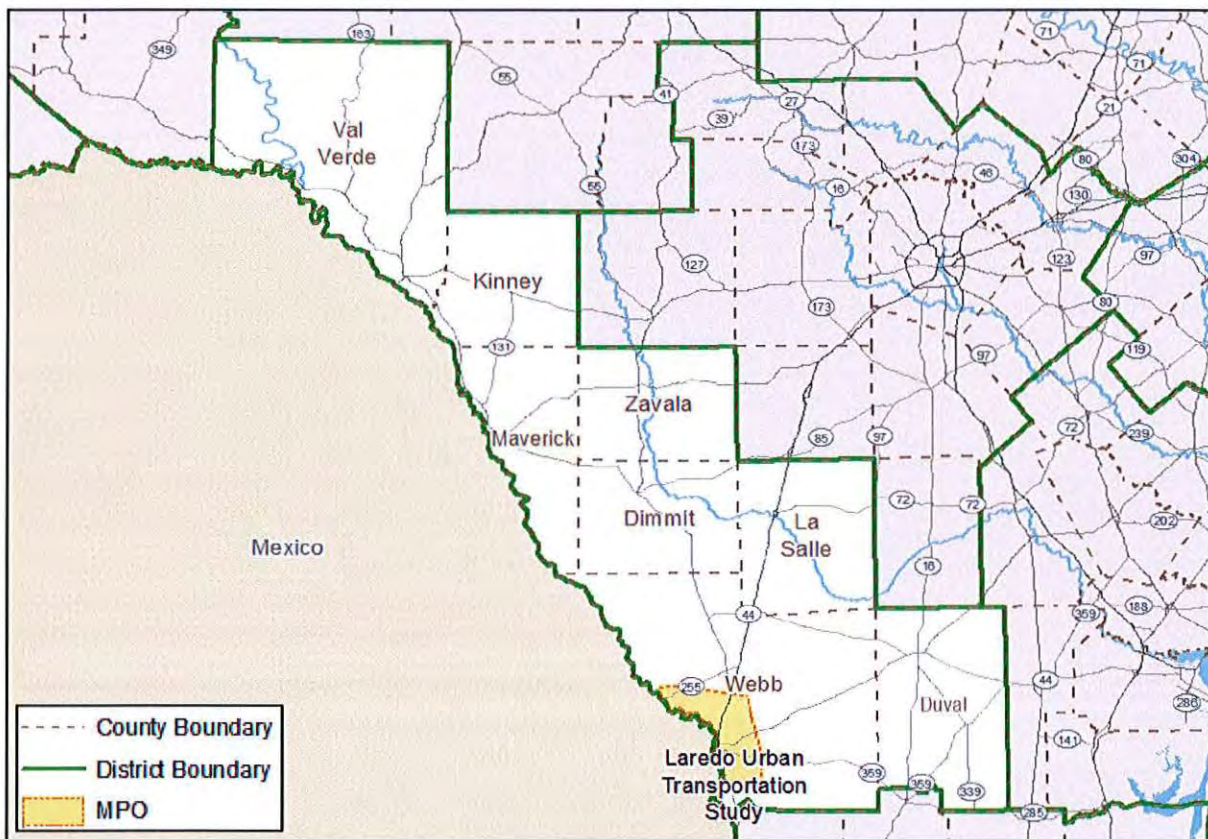


Figure III-15 Laredo District Geography

Table III-17 provides the currently allocated funding for the Laredo District by category by year.



## Dimmit County

CSJ 1424-02-014	District LAREDO	DIMIT COUNTY	MPO	City FM 1433	Letting FY 2015
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Limits From 2.75 MILES NORTH OF US 83

Limits To 1.974 MILES NORTH OF US 83

Ranking Tier 1

Project Description INSTALL ADVANCE WARNING SIGNALS & SIGNS

Total Project Cost Information		Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$730	8	SAFETY	\$13,605	\$0	\$0	\$13,605
ROW & Utilities	\$0						
Construction	\$14,907		<b>Total</b>	\$13,605	\$0	\$0	\$13,605
Construction Engineering	\$666						
Contingencies	\$0						
Indirect Costs	\$817						
Potential Change Orders	\$464						
<b>Total Project Cost</b>	<b>\$17,584</b>						

## La Salle County

CSJ 0017-08-925	District LAREDO	LA SALLE COUNTY	MPO	City IH 35	Letting FY 2014
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Limits From MILE POINT 68

Limits To MILE POINT 71

Ranking Tier 1

Project Description CABLE BARRIER

Total Project Cost Information		Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$15,487	11	DISTRICT DISCRETIONARY	\$300,000	\$0	\$0	\$300,000
ROW & Utilities	\$0						
Construction	\$316,064		<b>Total</b>	\$300,000	\$0	\$0	\$300,000
Construction Engineering	\$16,341						
Contingencies	\$0						
Indirect Costs	\$17,320						
Potential Change Orders	\$9,640						
<b>Total Project Cost</b>	<b>\$374,852</b>						

CSJ 0018-01-900	District LAREDO	LA SALLE COUNTY	MPO	City IH 35	Letting FY 2014
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Limits From MILE POINT 57

Limits To MILE POINT 65

Ranking Tier 1

Project Description CABLE BARRIER

Total Project Cost Information		Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$41,299	11	DISTRICT DISCRETIONARY	\$800,000	\$0	\$0	\$800,000
ROW & Utilities	\$0						
Construction	\$842,838		<b>Total</b>	\$800,000	\$0	\$0	\$800,000
Construction Engineering	\$43,575						
Contingencies	\$0						
Indirect Costs	\$46,188						
Potential Change Orders	\$25,707						
<b>Total Project Cost</b>	<b>\$999,606</b>						



# 2014 Unified Transportation Program

Laredo

Project Listing  
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<b>CSJ</b> 0018-02-062	<b>District</b> LAREDO	<b>LA SALLE</b> COUNTY	<b>MPO</b>	<b>City</b>	<b>IH 35</b>	<b>Letting FY</b> 2016
Limits From WEBB/LASALLE COUNTY LINE						
Limits To 0.95 MI NORTH OF WEBB/LASALLE CL						
Project Description NEW EAST FRONTAGE ROADWAY						
Ranking Tier Unranked						

Total Project Cost Information				Programmed Funding				
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$52,819	1	PREVENTIVE MAINT & REHAB	\$1,077,942	\$0	\$0	\$1,077,942	
ROW & Utilities	\$0	3	LOCAL	\$0	\$0	\$933,000	\$933,000	
Construction	\$1,077,942	<b>Total</b>		\$1,077,942	\$0	\$933,000	\$2,010,942	
Construction Engineering	\$52,819							
Contingencies	\$13,474							
Indirect Costs	\$59,071							
Potential Change Orders	\$58,856							
<b>Total Project Cost</b>	<b>\$1,314,981</b>							

## Maverick County

<b>CSJ</b> 0922-10-029	<b>District</b> LAREDO	<b>MAVERICK</b> COUNTY	<b>MPO</b>	<b>City</b>	<b>Various</b>	<b>Letting FY</b> 2015
Limits From INTERNATIONAL BRIDGE II						
Limits To EAGLE PASS						
Project Description UPGRADE INTERNATIONAL BRIDGE II FACILITY						
Ranking Tier 1						

Total Project Cost Information				Programmed Funding				
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$252,704	10	COORD BORD INFRASTR	\$4,750,000	\$0	\$0	\$4,750,000	
ROW & Utilities	\$0	3	LOCAL	\$0	\$0	\$35,000	\$35,000	
Construction	\$5,157,220	<b>Total</b>		\$4,750,000	\$0	\$35,000	\$4,785,000	
Construction Engineering	\$329,031							
Contingencies	\$66,528							
Indirect Costs	\$282,616							
Potential Change Orders	\$298,087							
<b>Total Project Cost</b>	<b>\$6,386,185</b>							

<b>CSJ</b> 0922-10-032	<b>District</b> LAREDO	<b>MAVERICK</b> COUNTY	<b>MPO</b>	<b>City</b>	<b>Various</b>	<b>Letting FY</b> 2015
Limits From FM1021,13.2MI S OF FM 2644/FM1021						
Limits To WEBB/MAVERICK COUNTY LINE						
Project Description RECONSTRUCT ROADWAY DESIGN ONLY						
Ranking Tier 1						

Total Project Cost Information				Programmed Funding				
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$31,360	10	COORD BORD INFRASTR	\$640,000	\$0	\$0	\$640,000	
ROW & Utilities	\$0	<b>Total</b>		\$640,000	\$0	\$0	\$640,000	
Construction	\$640,000							
Construction Engineering	\$31,296							
Contingencies	\$7,232							
Indirect Costs	\$35,072							
Potential Change Orders	\$26,624							
<b>Total Project Cost</b>	<b>\$771,584</b>							



# 2014 Unified Transportation Program

# Laredo

Project Listing  
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CSJ 0922-10-033	District LAREDO	MAVERICK COUNTY	MPO	City VA	Letting FY 2015
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Limits From CITY OF EAGLE PASS

Limits To

Ranking Tier 1

Project Description CITY OF EAGLE PASS LIGHT UP DOWNTOWN CITY OF EAGLE PASS LIGHT UP DOWNTOWN

Total Project Cost Information		Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$18,867	9	TRANSPORT ENHANCEMENT	\$365,464	\$0	\$0	\$365,464
ROW & Utilities	\$0	-----Remaining Funding to be Determined-----					
Construction	\$385,034		<b>Total</b>	\$365,464	\$0	\$0	\$365,464
Construction Engineering	\$24,565						
Contingencies	\$4,967						
Indirect Costs	\$21,100						
Potential Change Orders	\$22,255						
<b>Total Project Cost</b>	<b>\$476,787</b>						

CSJ 0922-10-031	District LAREDO	MAVERICK COUNTY	MPO	City City St	Letting FY 2016
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Limits From US 277

Limits To FM 1021

Ranking Tier Unranked

Project Description CONSTRUCT NEW ROADWAY FACILITY

Total Project Cost Information		Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$163,742	10	COORD BORD INFRASTR	\$2,360,552	\$0	\$0	\$2,360,552
ROW & Utilities	\$0	-----Remaining Funding to be Determined-----					
Construction	\$3,341,665		<b>Total</b>	\$2,360,552	\$0	\$0	\$2,360,552
Construction Engineering	\$163,742						
Contingencies	\$41,771						
Indirect Costs	\$183,123						
Potential Change Orders	\$182,455						
<b>Total Project Cost</b>	<b>\$4,076,497</b>						

## Val Verde County

CSJ 0299-12-010	District LAREDO	VAL VERDE COUNTY	MPO	City SP 317	Letting FY 2015
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Limits From DEL RIO OUTER LOOP

Limits To LAUGHLIN AIRFORCE W GATE ENTRANCE

Ranking Tier 1

Project Description EROSION CONTROL AND VEGETATION

Total Project Cost Information		Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$26,844	10	FEDERAL EARMARK	\$22,058	\$0	\$0	\$22,058
ROW & Utilities	\$0	10	FEDERAL EARMARK	\$3,462,566	\$0	\$0	\$3,462,566
Construction	\$547,845	10	FEDERAL EARMARK	\$87,591	\$0	\$0	\$87,591
Construction Engineering	\$54,456		<b>Total</b>	\$3,572,215	\$0	\$0	\$3,572,215
Contingencies	\$0						
Indirect Costs	\$30,022						
Potential Change Orders	\$26,735						
<b>Total Project Cost</b>	<b>\$685,902</b>						



# 2014 Unified Transportation Program

Laredo

Project Listing  
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CSJ 0922-11-031 District LAREDO VAL VERDE COUNTY MPO City City St Letting FY 2015

Limits From QUALIA DRIVE

Limits To SPUR 239 & ALDERETE LANE

Ranking Tier 1

Project Description FOR THE CONSTRUCTION OF A NEW LOCATION 2 LANE ROADWAY

Total Project Cost Information				Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total		
Preliminary Engineering	\$143,772	10	COORD BORD INFRASTR	\$2,750,000	\$0	\$0	\$2,750,000		
ROW & Utilities	\$0	3	LOCAL	\$0	\$0	\$35,000	\$35,000		
Construction	\$2,934,131	<b>Total</b>		\$2,750,000	\$0	\$35,000	\$2,785,000		
Construction Engineering	\$143,772								
Contingencies	\$36,677								
Indirect Costs	\$160,790								
Potential Change Orders	\$160,204								
<b>Total Project Cost</b>	<b>\$3,579,347</b>								

CSJ 0922-11-032 District LAREDO VAL VERDE COUNTY MPO City Various Letting FY 2015

Limits From DEL RIO INTERNATIONAL PORT OF ENTRY

Limits To INDUSTRIAL PARK

Ranking Tier 1

Project Description FOR THE CONSTRUCTION OF A NEW LOCATION 2 LANE ROADWAY WITH A

Total Project Cost Information				Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total		
Preliminary Engineering	\$172,350	10	COORD BORD INFRASTR	\$3,306,000	\$0	\$0	\$3,306,000		
ROW & Utilities	\$100,000	3	LOCAL	\$0	\$0	\$30,000	\$30,000		
Construction	\$3,517,350	<b>Total</b>		\$3,306,000	\$0	\$30,000	\$3,336,000		
Construction Engineering	\$172,350								
Contingencies	\$43,967								
Indirect Costs	\$192,751								
Potential Change Orders	\$192,047								
<b>Total Project Cost</b>	<b>\$4,390,815</b>								

CSJ 0922-11-033 District LAREDO VAL VERDE COUNTY MPO City City St Letting FY 2015

Limits From AT CITY OF DEL RIO INTERNATIONAL

Limits To BRIDGE AT THE PORT OF ENTRY

Ranking Tier 1

Project Description REPLACE TOLL BOOTHS GATES & ITS SYSTEM

Total Project Cost Information				Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total		
Preliminary Engineering	\$192,041	10	COORD BORD INFRASTR	\$3,720,000	\$0	\$0	\$3,720,000		
ROW & Utilities	\$0	3	LOCAL	\$0	\$0	\$30,000	\$30,000		
Construction	\$3,919,199	<b>Total</b>		\$3,720,000	\$0	\$30,000	\$3,750,000		
Construction Engineering	\$250,045								
Contingencies	\$50,558								
Indirect Costs	\$214,772								
Potential Change Orders	\$226,530								
<b>Total Project Cost</b>	<b>\$4,853,144</b>								



# 2014 Unified Transportation Program

# Laredo

Project Listing  
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CSJ 0922-11-036 District LAREDO VAL VERDE COUNTY MPO City City St Letting FY 2015

Limits From FRONTERA ROAD

Limits To NICHOLSON STREET

Ranking Tier 1

Project Description REHABILITATION OF AN EXISTING ROADWAY

Total Project Cost Information		Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$79,498	10	COORD BORD INFRASTR	\$1,500,000	\$0	\$0	\$1,500,000
ROW & Utilities	\$0	-----Remaining Funding to be Determined-----					
Construction	\$1,622,400		<b>Total</b>	\$1,500,000	\$0	\$0	\$1,500,000
Construction Engineering	\$79,498						
Contingencies	\$811						
Indirect Costs	\$88,908						
Potential Change Orders	\$73,332						
<b>Total Project Cost</b>	<b>\$1,944,446</b>						

CSJ 0922-11-036 District LAREDO VAL VERDE COUNTY MPO City Cnty Rd Letting FY 2015

Limits From BOX CANYON ROAD

Limits To AMISTAD ACRES

Ranking Tier 1

Project Description FOR THE CONSTRUCTION OF A NEW LOCATION ROADWAY

Total Project Cost Information		Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$17,421	10	LANDSCAPE INCENTIVE AWDS	\$327,680	\$0	\$0	\$327,680
ROW & Utilities	\$0	-----Remaining Funding to be Determined-----					
Construction	\$355,534		<b>Total</b>	\$327,680	\$0	\$0	\$327,680
Construction Engineering	\$17,421						
Contingencies	\$4,444						
Indirect Costs	\$19,483						
Potential Change Orders	\$19,412						
<b>Total Project Cost</b>	<b>\$433,715</b>						

# Webb County

CSJ 0086-14-046 District LAREDO WEBB COUNTY MPO LAREDO City SL 20 Letting FY 2014

Limits From US 59

Limits To SH 359

Ranking Tier 1

Project Description WIDEN TO 6 LANES AND UPGRADE INTERSECTION AT SPUR 400 &

Total Project Cost Information		Programmed Funding					
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$1,457,016	10	MISC TRANSPORTATION	\$379,369	\$0	\$0	\$379,369
ROW & Utilities	\$14,784,448	10	COORD BORD INFRASTR	\$10,432,416	\$0	\$0	\$10,432,416
Construction	\$29,735,018	10	COORD BORD INFRASTR	\$2,688,215	\$0	\$0	\$2,688,215
Construction Engineering	\$1,394,572	2M	METRO CORRIDOR	\$2,990,000	\$0	\$0	\$2,990,000
Contingencies	\$889,077	3	PROP 14	\$7,000,000	\$0	\$0	\$7,000,000
Indirect Costs	\$1,629,479	7	STP-MM RECONCILIATION	\$1,510,000	\$0	\$0	\$1,510,000
Potential Change Orders	\$1,335,102	-----Remaining Funding to be Determined-----					
<b>Total Project Cost</b>	<b>\$51,224,713</b>		<b>Total</b>	\$25,000,000	\$0	\$0	\$25,000,000



# 2014 Unified Transportation Program

# Laredo

Project Listing  
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CSJ 0922-00-057	District LAREDO	WEBB COUNTY	MPO	City	Various	Letting FY 2014
Limits From DISTRICTWIDE						

Limits To Ranking Tier 1

Project Description UPGRADE BRIDGE RAIL AND MBGF

Total Project Cost Information		Category		Description		Programmed Funding		Local	Total
<i>INFORMATIONAL PURPOSES ONLY</i>						Authorized	Other		
Preliminary Engineering	\$72,273	11	DISTRICT	DISCRETIONARY		\$1,400,000	\$0	\$0	\$1,400,000
ROW & Utilities	\$0								
Construction	\$1,474,967			<b>Total</b>		\$1,400,000	\$0	\$0	\$1,400,000
Construction Engineering	\$94,103								
Contingencies	\$19,027								
Indirect Costs	\$80,828								
Potential Change Orders	\$85,253								
<b>Total Project Cost</b>	<b>\$1,826,452</b>								

CSJ 0922-33-044	District LAREDO	WEBB COUNTY	MPO	City	Cnty Rd	Letting FY 2014
Limits From ON MINES ROAD AT CHUPADERA CREEK						

Limits To AMBROSIA CREEK Ranking Tier 1

Project Description FOR THE CONSTRUCTION OF THE REPLACEMENT OF AN EXISTING

Total Project Cost Information		Category		Description		Programmed Funding		Local	Total
<i>INFORMATIONAL PURPOSES ONLY</i>						Authorized	Other		
Preliminary Engineering	\$51,624	6	BRIDGE	PROGRAM		\$1,000,000	\$0	\$0	\$1,000,000
ROW & Utilities	\$0								
Construction	\$1,053,548			<b>Total</b>		\$1,000,000	\$0	\$0	\$1,000,000
Construction Engineering	\$52,677								
Contingencies	\$68,481								
Indirect Costs	\$57,734								
Potential Change Orders	\$0								
<b>Total Project Cost</b>	<b>\$1,284,064</b>								

CSJ 0922-33-142	District LAREDO	WEBB COUNTY	MPO LAREDO	City	City St	Letting FY 2014
Limits From AT CHACON CREEK FROM HAYNES CTR						

Limits To SH 359 Ranking Tier 1

Project Description FOR THE CONSTRUCTION OF A PEDESTRIAN TRAIL AT CHACON CREEK

Total Project Cost Information		Category		Description		Programmed Funding		Local	Total
<i>INFORMATIONAL PURPOSES ONLY</i>						Authorized	Other		
Preliminary Engineering	\$58,018	10	FEDERAL	EARMARK		\$309,375	\$0	\$0	\$309,375
ROW & Utilities	\$0	10	FEDERAL	EARMARK		\$2,468,880	\$0	\$0	\$2,468,880
Construction	\$1,184,043			<b>Total</b>		\$2,778,255	\$0	\$0	\$2,778,255
Construction Engineering	\$75,542								
Contingencies	\$15,274								
Indirect Costs	\$64,886								
Potential Change Orders	\$68,438								
<b>Total Project Cost</b>	<b>\$1,466,200</b>								



<b>CSJ</b> <b>0018-06-168</b>	District <b>LAREDO</b>	<b>WEBB</b> <b>COUNTY</b>	MPO	City	<b>IH 35</b>	Letting FY <b>2015</b>
Limits From @ US 59 INTERSECTION						

Limits To . Ranking Tier 1

Project Description IMPROVE TRAFFIC SIGNAL ON FRONTAGE ROAD

Total Project Cost Information		Category	Description	Programmed Funding			Total
<i>INFORMATIONAL PURPOSES ONLY</i>				Authorized	Other	Local	
Preliminary Engineering	\$4,386	8	SAFETY	\$81,702	\$0	\$0	\$81,702
ROW & Utilities	\$0						
Construction	\$89,520						
Construction Engineering	\$4,002						
Contingencies	\$0						
Indirect Costs	\$4,906						
Potential Change Orders	\$2,784						
<b>Total Project Cost</b>	<b>\$105,598</b>			<b>\$81,702</b>	<b>\$0</b>	<b>\$0</b>	<b>\$81,702</b>

<b>CSJ</b> <b>0086-14-950</b>	District <b>LAREDO</b>	<b>WEBB</b> <b>COUNTY</b>	MPO <b>LAREDO</b>	City	<b>SL 20</b>	Letting FY <b>2015</b>
Limits From E OF INTERNATIONAL BLVD						

Limits To US 59/LOOP 20 INTERCHANGE Ranking Tier 1

Project Description UPGRADE NON FREEWAY TO FREEWAY

Total Project Cost Information		Category	Description	Programmed Funding			Total
<i>INFORMATIONAL PURPOSES ONLY</i>				Authorized	Other	Local	
Preliminary Engineering	\$6,700,363	10	COORD BORD INFRASTR	\$48,729,718	\$0	\$0	\$48,729,718
ROW & Utilities	\$250,000,000						
Construction	\$238,000,000						
Construction Engineering	\$6,495,250						
Contingencies	\$3,774,082						
Indirect Costs	\$7,493,467						
Potential Change Orders	\$9,024,979						
<b>Total Project Cost</b>	<b>\$521,488,141</b>			<b>\$48,729,718</b>	<b>\$0</b>	<b>\$0</b>	<b>\$48,729,718</b>

<b>CSJ</b> <b>0922-00-060</b>	District <b>LAREDO</b>	<b>WEBB</b> <b>COUNTY</b>	MPO	City	<b>Various</b>	Letting FY <b>2015</b>
Limits From DISTRICTWIDE						

Limits To . Ranking Tier 1

Project Description UPGRADE BRIDGE RAIL AND MBGF

Total Project Cost Information		Category	Description	Programmed Funding			Total
<i>INFORMATIONAL PURPOSES ONLY</i>				Authorized	Other	Local	
Preliminary Engineering	\$132,912	11	DISTRICT DISCRETIONARY	\$2,500,000	\$0	\$0	\$2,500,000
ROW & Utilities	\$0						
Construction	\$2,712,498						
Construction Engineering	\$173,057						
Contingencies	\$34,991						
Indirect Costs	\$148,645						
Potential Change Orders	\$156,782						
<b>Total Project Cost</b>	<b>\$3,358,886</b>			<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>



<b>CSJ 0922-00-061</b>	District <b>LAREDO</b>	<b>WEBB COUNTY</b>	MPO	City	<b>Various</b>	Letting FY <b>2015</b>
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Limits From FM 1472, 14.6 MI N OF SH 255

Limits To WEBB/ MAVERICK COUNTY LINE

Ranking Tier 1

Project Description NEW ROADWAY

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$0	10	COORD BORD INFRASTR	\$1,360,000	\$0	\$0	\$1,360,000	
ROW & Utilities	\$0		<b>Total</b>	\$1,360,000	\$0	\$0	\$1,360,000	
Construction	\$0							
Construction Engineering	\$0							
Contingencies	\$0							
Indirect Costs	\$0							
Potential Change Orders	\$0							
<b>Total Project Cost</b>	<b>\$0</b>							

<b>CSJ 0922-00-062</b>	District <b>LAREDO</b>	<b>WEBB COUNTY</b>	MPO	City	<b>Various</b>	Letting FY <b>2015</b>
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Limits From AT VARIOUS LOCATIONS IN KINNEY

Limits To MAVERICK AND VAL VERDE COUNTIES

Ranking Tier 1

Project Description CONSTRUCT RAMPS AT VARIOUS LOCATION IN BRACKETVILLE,

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$51,969	10	CURB RAMP PROGRAM	\$1,000,000	\$0	\$0	\$1,000,000	
ROW & Utilities	\$0		<b>Total</b>	\$1,000,000	\$0	\$0	\$1,000,000	
Construction	\$1,060,596							
Construction Engineering	\$67,666							
Contingencies	\$13,682							
Indirect Costs	\$58,121							
Potential Change Orders	\$61,302							
<b>Total Project Cost</b>	<b>\$1,313,336</b>							

<b>CSJ 0922-33-076</b>	District <b>LAREDO</b>	<b>WEBB COUNTY</b>	MPO <b>LAREDO</b>	City	<b>City St</b>	Letting FY <b>2015</b>
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Limits From 0.25 MI EAST OF CALTON RD/ST MARIA

Limits To 0.25 MI E OF LAS CRUCES/FLECHA LANE

Ranking Tier 1

Project Description REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM1472

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$93,755	10	FEDERAL EARMARK	\$250,000	\$0	\$0	\$250,000	
ROW & Utilities	\$1,250,000	10	FEDERAL EARMARK	\$1,550,514	\$0	\$0	\$1,550,514	
Construction	\$1,913,373	3	LOCAL	\$0	\$0	\$9,920	\$9,920	
Construction Engineering	\$93,755		<b>Total</b>	\$1,800,514	\$0	\$9,920	\$1,810,434	
Contingencies	\$23,917							
Indirect Costs	\$104,853							
Potential Change Orders	\$104,470							
<b>Total Project Cost</b>	<b>\$3,584,124</b>							



# 2014 Unified Transportation Program

Laredo

Project Listing  
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CSJ District WEBB MPO City City St Letting FY  
**0922-33-149** LAREDO COUNTY LAREDO City St 2015

Limits From AT CHACON CREEK FROM EASTWOOD PARK

Limits To US 59

Ranking Tier 1

Project Description FOR THE CONSTRUCTION OF A PEDESTRIAN TRAIL AT CHACON CREEK

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$75,164	10	FEDERAL EARMARK	\$1,400,000	\$0	\$0	\$1,400,000	
ROW & Utilities	\$0							
Construction	\$1,533,966		<b>Total</b>	\$1,400,000	\$0	\$0	\$1,400,000	
Construction Engineering	\$97,867							
Contingencies	\$19,788							
Indirect Costs	\$84,061							
Potential Change Orders	\$88,663							
<b>Total Project Cost</b>	<b>\$1,899,510</b>							

CSJ District WEBB MPO City City St Letting FY  
**2150-04-057** LAREDO COUNTY LAREDO FM 1472 2015

Limits From @ SL 20

Limits To .

Ranking Tier 1

Project Description IMPROVE TRAFFIC SIGNAL, INTERCONNECT SIGNALS, INSTALL OVER

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$4,138	8	SAFETY	\$77,074	\$0	\$0	\$77,074	
ROW & Utilities	\$0							
Construction	\$84,449		<b>Total</b>	\$77,074	\$0	\$0	\$77,074	
Construction Engineering	\$3,775							
Contingencies	\$0							
Indirect Costs	\$4,628							
Potential Change Orders	\$2,626							
<b>Total Project Cost</b>	<b>\$99,616</b>							

CSJ District WEBB MPO City City St Letting FY  
**0018-03-049** LAREDO COUNTY LAREDO IH 35 2016

Limits From 1000 FT SOUTH OF MARTINENA

Limits To WEBB/LASALLE COUNTY LINE

Ranking Tier Unranked

Project Description NEW EAST FRONTAGE ROADWAY

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$30,919	1	PREVENTIVE MAINT & REHAB	\$630,990	\$0	\$0	\$630,990	
ROW & Utilities	\$0	3	LOCAL	\$0	\$0	\$546,080	\$546,080	
Construction	\$630,990		<b>Total</b>	\$630,990	\$0	\$546,080	\$1,177,070	
Construction Engineering	\$30,919							
Contingencies	\$7,887							
Indirect Costs	\$34,578							
Potential Change Orders	\$34,452							
<b>Total Project Cost</b>	<b>\$769,745</b>							



# 2014 Unified Transportation Program

# Laredo

Project Listing  
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CSJ District WEBB MPO City SL 20 Letting FY  
**0086-14-051 LAREDO COUNTY LAREDO**

Limits From 0.50 MI WEST OF MILO INTERCHANGE

Limits To 3000 FEET EAST OF HAVANA

Ranking Tier Unranked

Project Description SCHEMATIC, ENVIRONMENTAL, ROW-SURVEY/MAPPING & PSE

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$196,041	10	COORD BORD INFRASTR	\$2,445,843	\$0	\$0	\$2,445,843	
ROW & Utilities	\$0	10	COORD BORD INFRASTR	\$1,555,002	\$0	\$0	\$1,555,002	
Construction	\$4,000,845		<b>Total</b>	\$4,000,845	\$0	\$0	\$4,000,845	
Construction Engineering	\$200,042							
Contingencies	\$260,055							
Indirect Costs	\$219,246							
Potential Change Orders	\$0							
<b>Total Project Cost</b>	<b>\$4,876,230</b>							

CSJ District WEBB MPO City SL 20 Letting FY  
**0086-14-058 LAREDO COUNTY**

Limits From E OF INTERNATIONAL BLVD

Limits To US 59/LOOP 20 INTERCHANGE

Ranking Tier Unranked

Project Description SCHEMATIC, ENVIRONMENTAL, ROW-SURVEY/MAPPING & PSE

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$171,500	10	COORD BORD INFRASTR	\$3,500,000	\$0	\$0	\$3,500,000	
ROW & Utilities	\$0		<b>Total</b>	\$3,500,000	\$0	\$0	\$3,500,000	
Construction	\$3,500,000							
Construction Engineering	\$171,150							
Contingencies	\$39,550							
Indirect Costs	\$191,800							
Potential Change Orders	\$145,600							
<b>Total Project Cost</b>	<b>\$4,219,600</b>							

CSJ District WEBB MPO City Various Letting FY  
**0922-00-056 LAREDO COUNTY**

Limits From DISTRICTWIDE

Limits To .

Ranking Tier Unranked

Project Description UPGRADE RAIL

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$139,591	11	DISTRICT DISCRETIONARY	\$2,500,000	\$0	\$0	\$2,500,000	
ROW & Utilities	\$0		<b>Total</b>	\$2,500,000	\$0	\$0	\$2,500,000	
Construction	\$2,848,794							
Construction Engineering	\$181,753							
Contingencies	\$36,749							
Indirect Costs	\$156,114							
Potential Change Orders	\$164,660							
<b>Total Project Cost</b>	<b>\$3,527,661</b>							



# 2014 Unified Transportation Program

# Laredo

Project Listing  
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CSJ 0922-33-093 District LAREDO WEBB COUNTY MPO LAREDO City City St Letting FY 2016

Limits From 0.25 M EAST OF CALTON/SAN MARIA\_INT

Limits To 0.25 M WEST OF CALTON/SAN MARIA INT

Ranking Tier Unranked

Project Description FOR THE CONSTRUCTION OF A GRADE SEPARATION AT

Total Project Cost Information				Programmed Funding			
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$906,894	10	FEDERAL EARMARK	\$4,460,549	\$0	\$0	\$4,460,549
ROW & Utilities	\$3,450,000	10	FEDERAL EARMARK	\$4,007,375	\$0	\$0	\$4,007,375
Construction	\$18,508,045	10	MISC TRANSPORTATION	\$2,951,785	\$0	\$0	\$2,951,785
Construction Engineering	\$868,027	10	FEDERAL EARMARK	\$1,000,000	\$0	\$0	\$1,000,000
Contingencies	\$553,391	3	LOCAL	\$0	\$0	\$73,920	\$73,920
Indirect Costs	\$1,014,241	-----Remaining Funding to be Determined-----					
Potential Change Orders	\$831,011						
<b>Total Project Cost</b>	<b>\$26,131,609</b>	<b>Total</b>		<b>\$12,419,709</b>	<b>\$0</b>	<b>\$73,920</b>	<b>\$12,493,629</b>

CSJ 0922-00-950 District LAREDO WEBB COUNTY MPO City Various Letting FY 2017

Limits From DISTRICTWIDE

Limits To .

Ranking Tier Unranked

Project Description UPGRADE BRIDGE RAIL AND MBGF

Total Project Cost Information				Programmed Funding			
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$145,175	11	DISTRICT DISCRETIONARY	\$2,500,000	\$0	\$0	\$2,500,000
ROW & Utilities	\$0	<b>Total</b>					
Construction	\$2,962,746			\$2,500,000	\$0	\$0	\$2,500,000
Construction Engineering	\$75,254						
Contingencies	\$16,591						
Indirect Costs	\$162,358						
Potential Change Orders	\$50,959						
<b>Total Project Cost</b>	<b>\$3,413,083</b>						

CSJ 0922-33-080 District LAREDO WEBB COUNTY MPO City Cnty Rd Letting FY 2017

Limits From AT BECERRA CK ON BECERRA ROAD

Limits To 20.20 MI EAST OF IH 35

Ranking Tier 2

Project Description FOR THE CONSTRUCTION OF THE REPLACEMENT OF AN EXISTING

Total Project Cost Information				Programmed Funding			
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total
Preliminary Engineering	\$39,720	6	BRIDGE PROGRAM	\$1,086,718	\$0	\$0	\$1,086,718
ROW & Utilities	\$0	<b>Total</b>					
Construction	\$810,607			\$1,086,718	\$0	\$0	\$1,086,718
Construction Engineering	\$60,390						
Contingencies	\$0						
Indirect Costs	\$44,421						
Potential Change Orders	\$19,374						
<b>Total Project Cost</b>	<b>\$974,512</b>						



# 2014 Unified Transportation Program

Laredo

Project Listing  
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CSJ District WEBB MPO City City Letting FY  
**0922-33-113 LAREDO COUNTY** **Cnty Rd** **2017**

Limits From ON LINCOLN RD AT BECERRA CREEK

Limits To 17.60 MI N OF US 59

Ranking Tier 2

Project Description FOR THE CONSTRUCTION OF THE REPLACEMENT OF AN EXISTING

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$54,586	6	BRIDGE PROGRAM	\$1,618,988	\$0	\$0	\$1,618,988	
ROW & Utilities	\$0							
Construction	\$1,113,992		<b>Total</b>	<b>\$1,618,988</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,618,988</b>	
Construction Engineering	\$82,992							
Contingencies	\$0							
Indirect Costs	\$61,047							
Potential Change Orders	\$26,624							
<b>Total Project Cost</b>	<b>\$1,339,242</b>							

CSJ District WEBB MPO City City Letting FY  
**0922-33-913 LAREDO COUNTY** **Cnty Rd** **2017**

Limits From AT MINES ROAD AT ESPADA CREEK BRNHS

Limits To

Ranking Tier 2

Project Description FOR THE CONSTRUCTION OF THE REPLACEMENT OF AN EXISTING

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$67,709	6	BRIDGE PROGRAM	\$4,007,532	\$0	\$0	\$4,007,532	
ROW & Utilities	\$0							
Construction	\$1,381,825		<b>Total</b>	<b>\$4,007,532</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,007,532</b>	
Construction Engineering	\$102,946							
Contingencies	\$0							
Indirect Costs	\$75,724							
Potential Change Orders	\$33,026							
<b>Total Project Cost</b>	<b>\$1,661,229</b>							

CSJ District WEBB MPO City City Letting FY  
**0922-00-976 LAREDO COUNTY** **Various** **2018**

Limits From DISTRICTWIDE

Limits To

Ranking Tier Unranked

Project Description UPGRADE RAIL AND MBGF

Total Project Cost Information				Programmed Funding				
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$150,982	11	DISTRICT DISCRETIONARY	\$2,500,000	\$0	\$0	\$2,500,000	
ROW & Utilities	\$0							
Construction	\$3,081,255		<b>Total</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	
Construction Engineering	\$196,584							
Contingencies	\$39,748							
Indirect Costs	\$168,853							
Potential Change Orders	\$178,097							
<b>Total Project Cost</b>	<b>\$3,815,519</b>							



**2014 Unified Transportation Program**

**Laredo**

Project Listing  
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CSJ District WEBB MPO City City Letting FY  
**0922-33-066 LAREDO COUNTY LAREDO Various 2018**

Limits From MANGANA-HEIN ROAD

Limits To US 83 AT RIO BRAVO

Ranking Tier Unranked

Project Description LOOP 20,EXTENSION OF CUATRO VIENTOS - CONSTRUCT 2 LANE RURAL

Total Project Cost Information		Programmed Funding						
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$792,167	2M	METRO CORRIDOR	\$6,830,000	\$0	\$0	\$6,830,000	
ROW & Utilities	\$0	-----Remaining Funding to be Determined-----						
Construction	\$16,166,682		<b>Total</b>	<b>\$6,830,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,830,000</b>	
Construction Engineering	\$792,167							
Contingencies	\$202,084							
Indirect Costs	\$885,934							
Potential Change Orders	\$882,701							
<b>Total Project Cost</b>	<b>\$19,721,735</b>							

CSJ District WEBB MPO City City Letting FY  
**0922-00-951 LAREDO COUNTY MPO Various 2019**

Limits From DISTRICTWIDE

Limits To .

Ranking Tier Unranked

Project Description UPGRADE BRIDGE RAIL AND MBGF

Total Project Cost Information		Programmed Funding						
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$157,021	11	DISTRICT DISCRETIONARY	\$2,500,000	\$0	\$0	\$2,500,000	
ROW & Utilities	\$0		<b>Total</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	
Construction	\$3,204,506							
Construction Engineering	\$204,447							
Contingencies	\$41,338							
Indirect Costs	\$175,607							
Potential Change Orders	\$185,220							
<b>Total Project Cost</b>	<b>\$3,968,139</b>							

CSJ District WEBB MPO City City Letting FY  
**0922-00-953 LAREDO COUNTY MPO Various 2020**

Limits From DISTRICTWIDE

Limits To .

Ranking Tier Unranked

Project Description UPGRADE BRIDGE RAIL AND MBGF

Total Project Cost Information		Programmed Funding						
<b>INFORMATIONAL PURPOSES ONLY</b>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$163,302	11	DISTRICT DISCRETIONARY	\$2,500,000	\$0	\$0	\$2,500,000	
ROW & Utilities	\$0		<b>Total</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	
Construction	\$3,332,686							
Construction Engineering	\$212,625							
Contingencies	\$42,992							
Indirect Costs	\$182,631							
Potential Change Orders	\$192,629							
<b>Total Project Cost</b>	<b>\$4,126,865</b>							



# 2014 Unified Transportation Program

Laredo

Project Listing  
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CSJ District WEBB MPO City Letting FY  
**0922-00-955 LAREDO COUNTY** **Various** **2021**

Limits From DISTRICTWIDE

Limits To

Ranking Tier Unranked

Project Description UPGRADE RAIL AND MBGF

Total Project Cost Information				Programmed Funding				
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$169,834	11	DISTRICT DISCRETIONARY	\$2,500,000	\$0	\$0	\$0	\$2,500,000
ROW & Utilities	\$0							
Construction	\$3,465,993		<b>Total</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>
Construction Engineering	\$221,130							
Contingencies	\$44,711							
Indirect Costs	\$189,936							
Potential Change Orders	\$200,334							
<b>Total Project Cost</b>	<b>\$4,291,940</b>							

CSJ District WEBB MPO City Letting FY  
**0922-00-960 LAREDO COUNTY** **Various** **2022**

Limits From DISTRICTWIDE

Limits To

Ranking Tier Unranked

Project Description UPGRADE BRIDGE RAIL AND MBGF

Total Project Cost Information				Programmed Funding				
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$176,627	11	DISTRICT DISCRETIONARY	\$2,500,000	\$0	\$0	\$0	\$2,500,000
ROW & Utilities	\$0							
Construction	\$3,604,633		<b>Total</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>
Construction Engineering	\$229,976							
Contingencies	\$46,500							
Indirect Costs	\$197,534							
Potential Change Orders	\$208,348							
<b>Total Project Cost</b>	<b>\$4,463,617</b>							

CSJ District WEBB MPO City Letting FY  
**0922-00-970 LAREDO COUNTY** **Various** **2023**

Limits From DISTRICTWIDE

Limits To

Ranking Tier Unranked

Project Description UPGRADE BRIDGE RAIL AND MBGF

Total Project Cost Information				Programmed Funding				
<i>INFORMATIONAL PURPOSES ONLY</i>		Category	Description	Authorized	Other	Local	Total	
Preliminary Engineering	\$183,692	11	DISTRICT DISCRETIONARY	\$2,500,000	\$0	\$0	\$0	\$2,500,000
ROW & Utilities	\$0							
Construction	\$3,748,818		<b>Total</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>
Construction Engineering	\$239,175							
Contingencies	\$48,360							
Indirect Costs	\$205,435							
Potential Change Orders	\$216,682							
<b>Total Project Cost</b>	<b>\$4,642,162</b>							



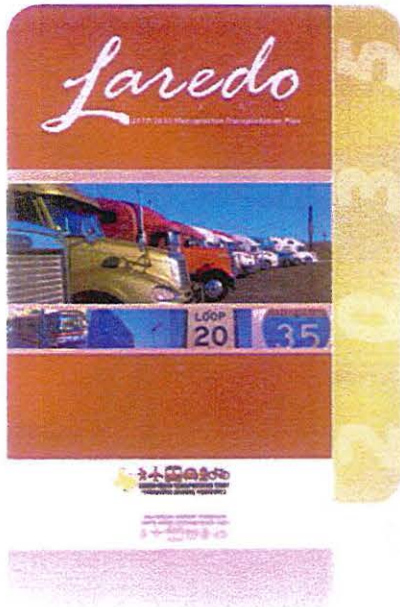
# Metropolitan Planning Organization



- Laredo Urban Transportation Study (LUTS) is the Metropolitan Planning Organization (MPO) for the Laredo region
- Entity responsible for the continuing, cooperative, and comprehensive transportation planning process in the Laredo Metropolitan Region
- Charged with identifying projects for federal funding
- LUTS works cooperatively with federal, state, and local governments and local transportation service providers



# Overview of the MTP Update



- Metropolitan Transportation Plan (MTP) updated every five years
- Comprehensive blueprint for transportation systems in metropolitan areas
- Financially constrained list of transportation investments
- Subject to formal public review period

- Adopted by MPO Policy Committee and approved by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)
- Required to keep federal transportation funds flowing into the region

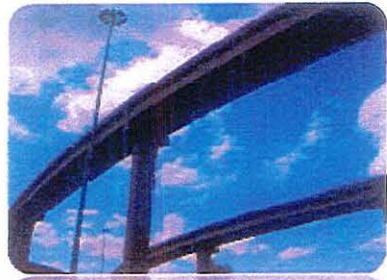
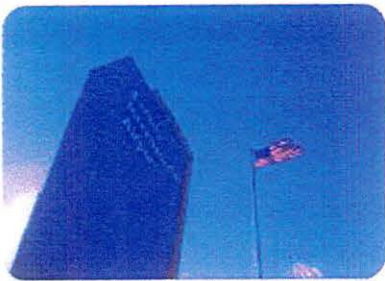




# MTP Vision



*“Develop a transportation system that offers safe, efficient, Affordable travel choices for people and goods, while supporting economic development and long-term quality of life”*

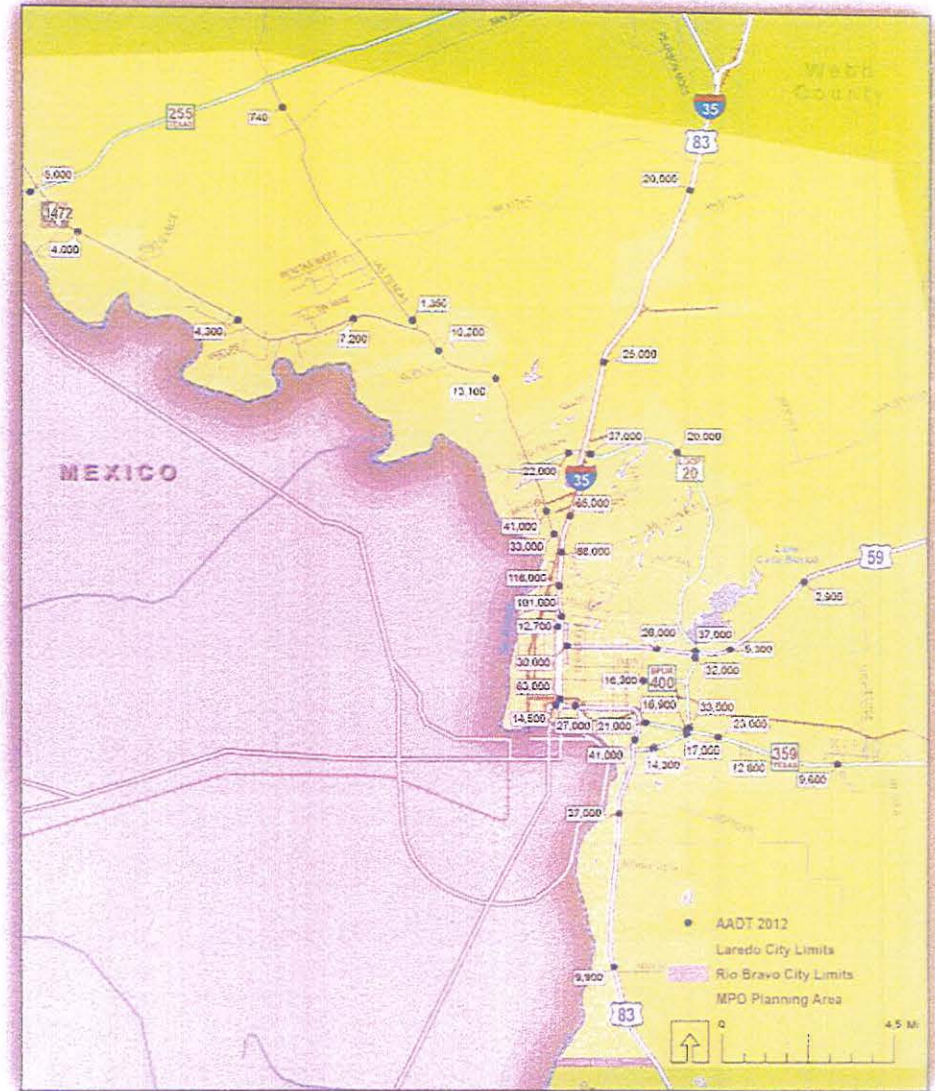


- Be proactive in addressing future transportation needs
- Increase viable, affordable travel choices for people and goods
- Enhance the economic vitality by efficiently and effectively connecting people to jobs, goods, and services, and by moving goods within the region and beyond with an integrated multimodal transportation system
- Promote the unique identities and qualities of neighborhoods, communities, and the region as a whole
- Minimize overall environmental impacts and improve environmental quality
- Meet future needs without generating emissions that threaten public health, air quality, global climate, and biological diversity
- Adapt to changing lifestyles, patterns of travel, new technologies, new methods of communication, and other trends
- Foster sustainable development that accommodates the diverse needs of all residents, including those of future generations
- Promote competitive freight options by improving the existing transportation system.
- Comply with state and federal requirements



# 2012 Daily Traffic

Roadway	Location	2002	2012	Absolute Growth	Percent Growth
Loop 20 (Bob Bullock Loop)	Between I-35 and McPherson Ave	15,500	37,000	21,500	139%
Loop 20 (Bob Bullock Loop)	Between Del Mar Blvd and US 59	19,900	37,000	17,100	86%
I-35	Between FM 1472 and Loop 20	48,000	65,000	17,000	35%
I-35	Between Calton Rd and Mann Rd	104,000	116,000	12,000	12%
Loop 20 (Bob Bullock Loop)	Between McPherson Ave and Del Mar Blvd	8,700	20,000	11,300	130%
US 83	Between Loop 20 and SH 359 (Willow St)	32,000	41,000	9,000	28%
US 83	Between Masterson St and Malinche Ave	29,000	37,000	8,000	28%
SH 359	0.54 miles east of Loop 20	15,600	23,000	7,400	47%
SH 400 (Clark Blvd)	Between N Arkansas Ave and Loop 20	9,600	16,300	6,700	70%
Loop 20 (Bob Bullock Loop)	Between Spur 400 and SH 359	27,000	33,000	6,000	22%





# High Crash Locations

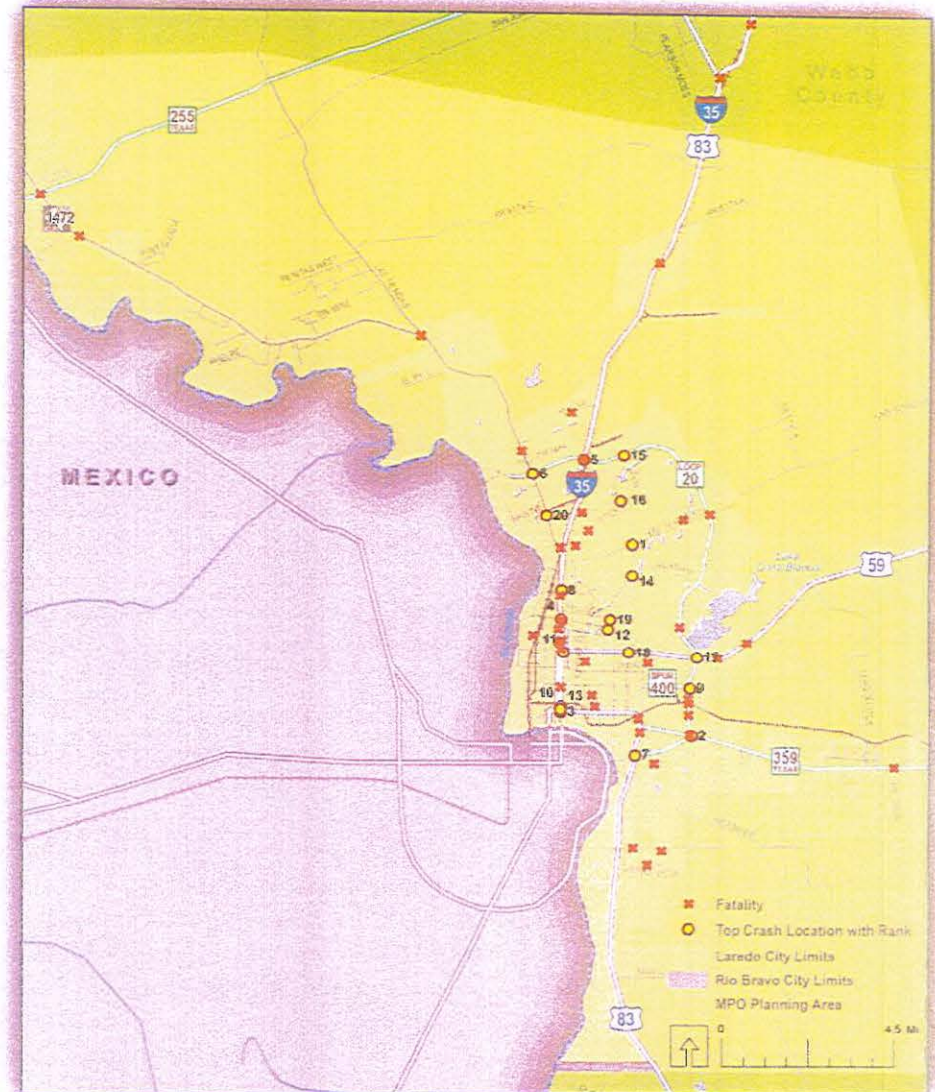


LAREDO METROPOLITAN  
TRANSPORTATION PLAN  
2015-2040 UPDATE

Laredo Urban Transportation Study

- 19,132 crashes occurred within the Laredo area between 2010 and 2012
- 60 of these crashes were fatal

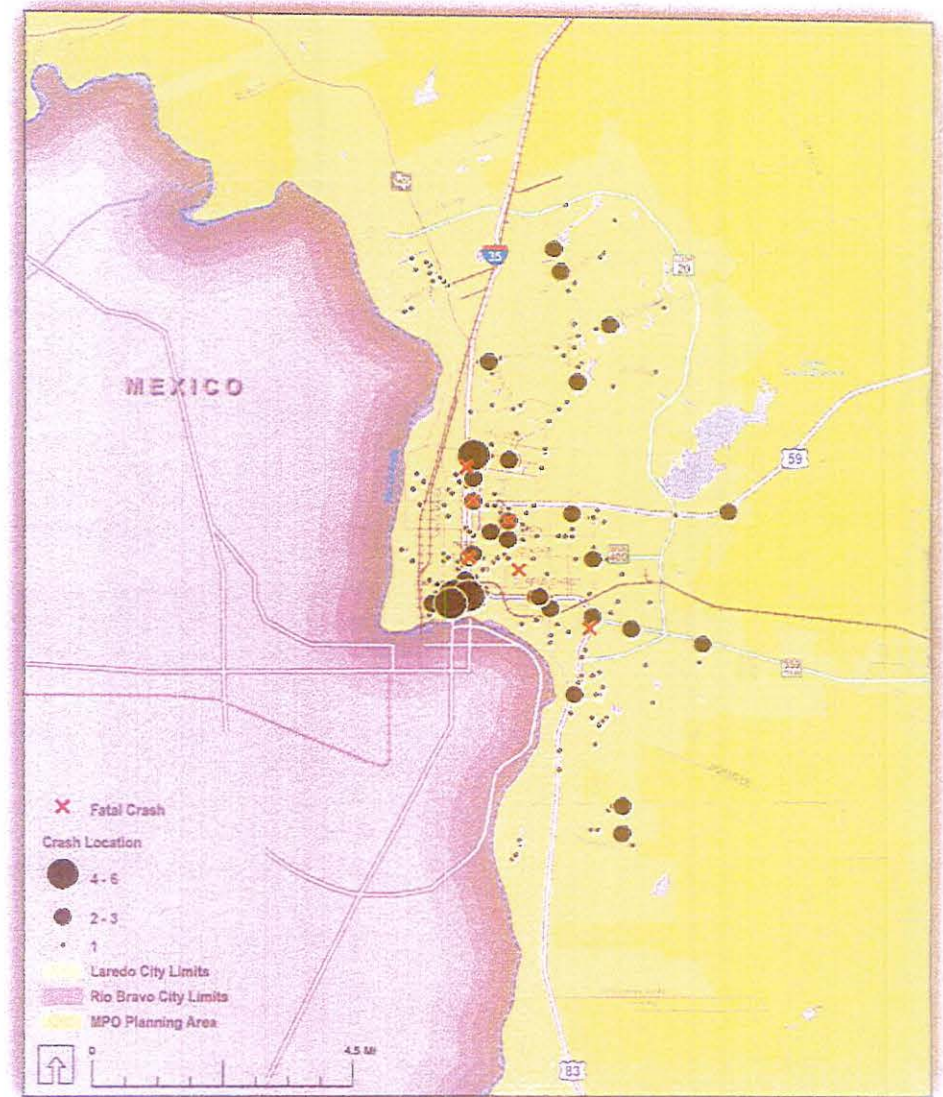
Location	# of Crashes
1. McPherson Rd. and Del Mar Blvd.	268
2. Loop 20 (Bob Bullock Loop) and SH 359	222
3. IH 35 and US 83 (Matamoros St.)	212
4. IH 35 and Calton Rd.	165
5. IH 35 and Loop 20 (Bob Bullock Loop)	159
6. FM 1472 and Loop 20 (Bob Bullock Loop)	129
7. US 83 (Zapata) and Loop 20 (Bob Bullock Loop)	126
8. IH 35 and Mann Rd.	114
9. Loop 20 (Bob Bullock Loop) and Spur 400 (Clark Blvd.)	109
10. IH 35 and Victoria St.	108
11. IH 35 and US 59 (Lafayette St.)	105
12. McPherson Rd. and Calton Rd.	103
13. IH 35 and US 83 (Houston St.)	102
14. McPherson Rd. and Jacaman Rd.	97
15. McPherson Rd. and Loop 20 (Bob Bullock Loop)	95
16. McPherson Rd. and Shiloh Dr.	93
17. Loop 20 (Bob Bullock Loop) and US 59 (Saunders St.)	90
18. US 59 and N Bartlett Ave.	75
19. McPherson Rd. and Hillside Rd.	70
20. FM 1472 and Bristol Rd.	68





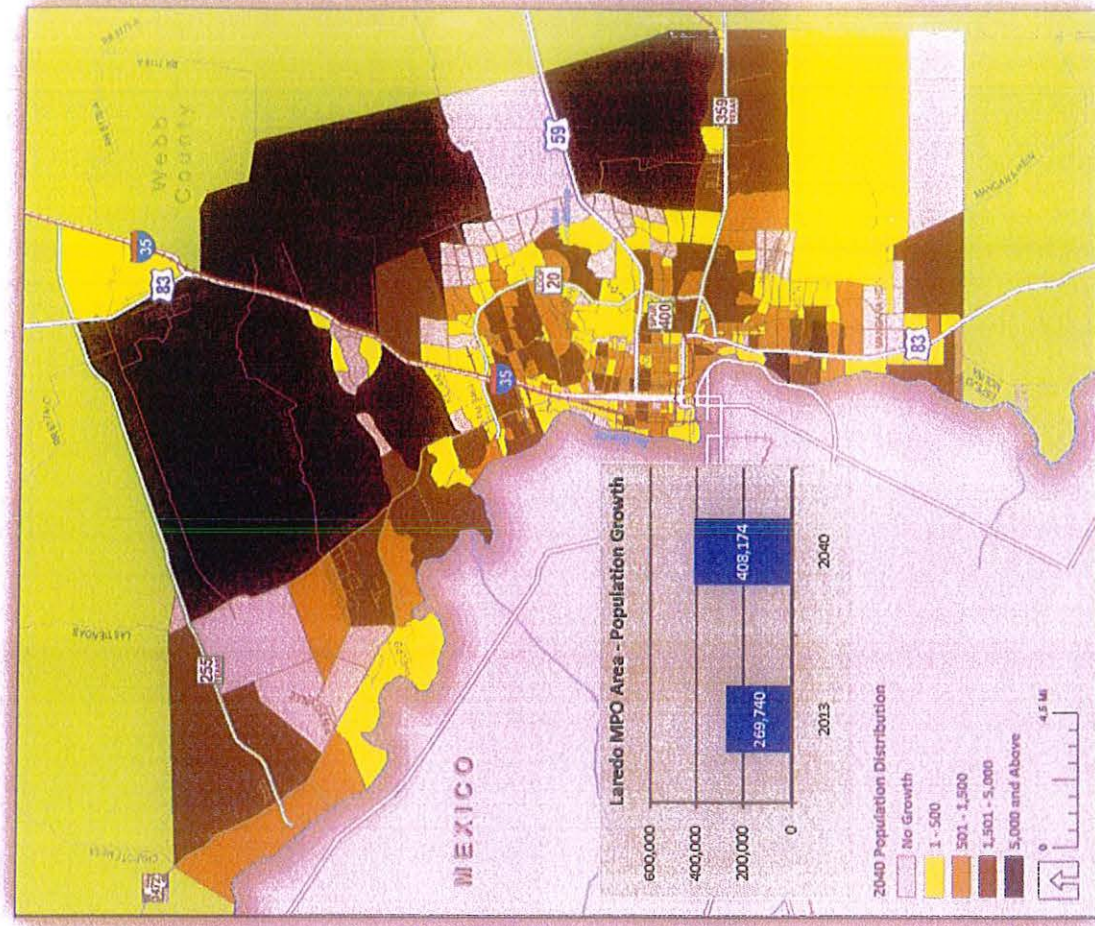
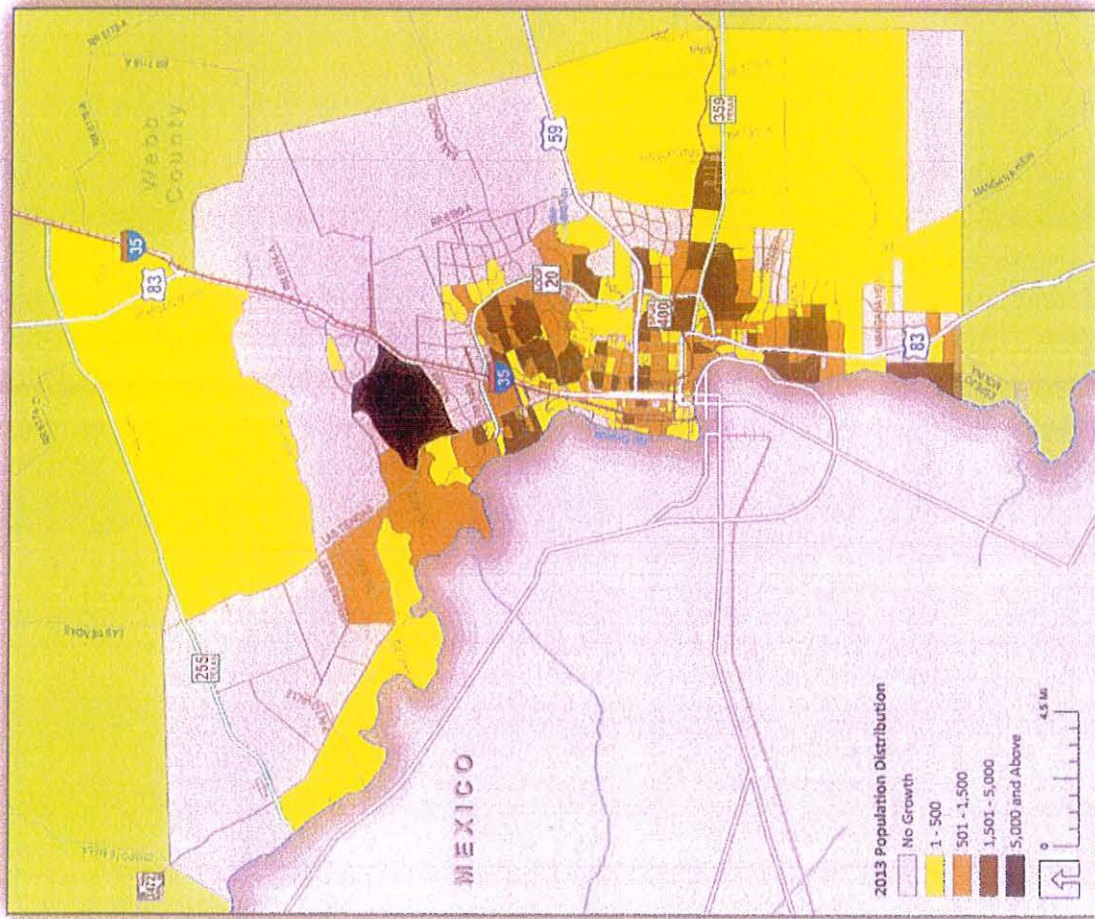
# Bicycle and Pedestrian Crash

- From 2010 to 2012, there were 229 crashes involving pedestrians
- From 2010 to 2012, there were 96 crashes involving bicyclists
- There were a total of seven fatalities in the bicycle and pedestrian related crashes
- Laredo downtown area had the highest concentration of bicycle and pedestrian crashes





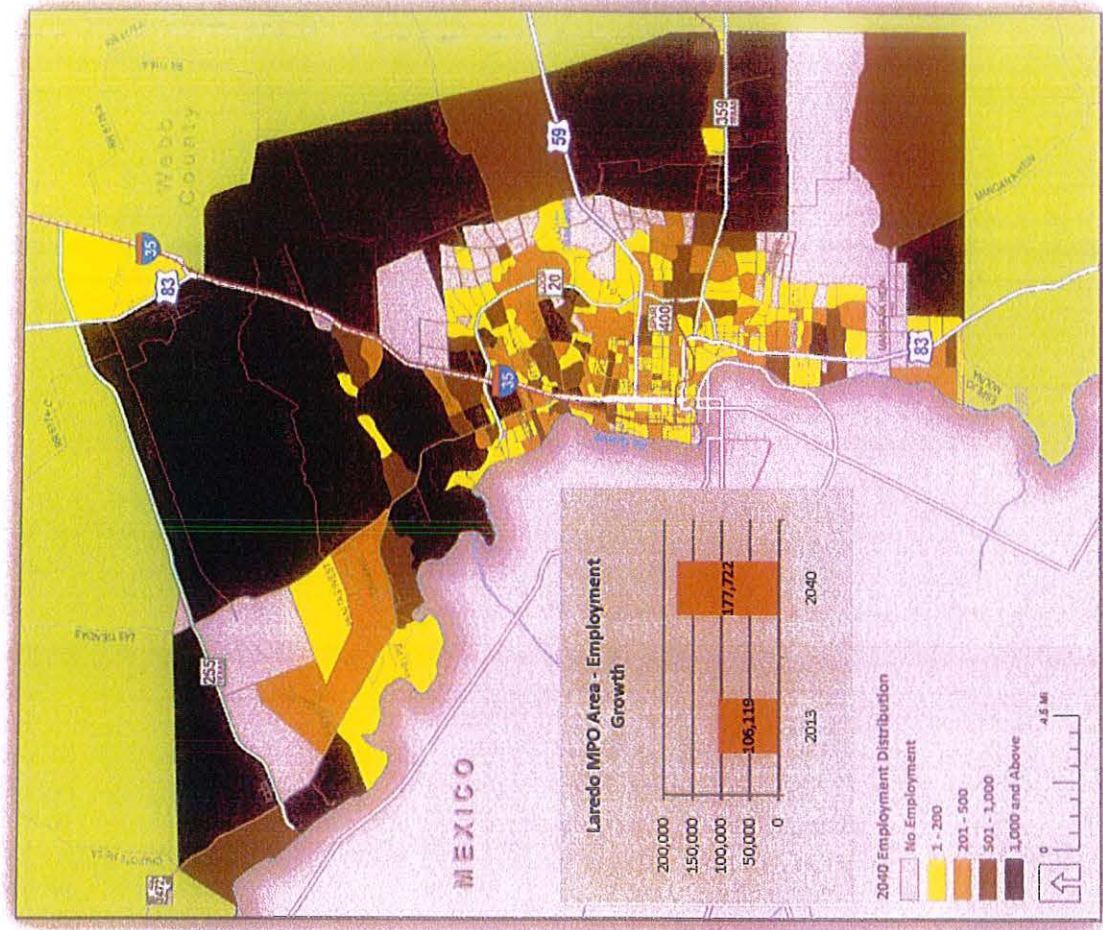
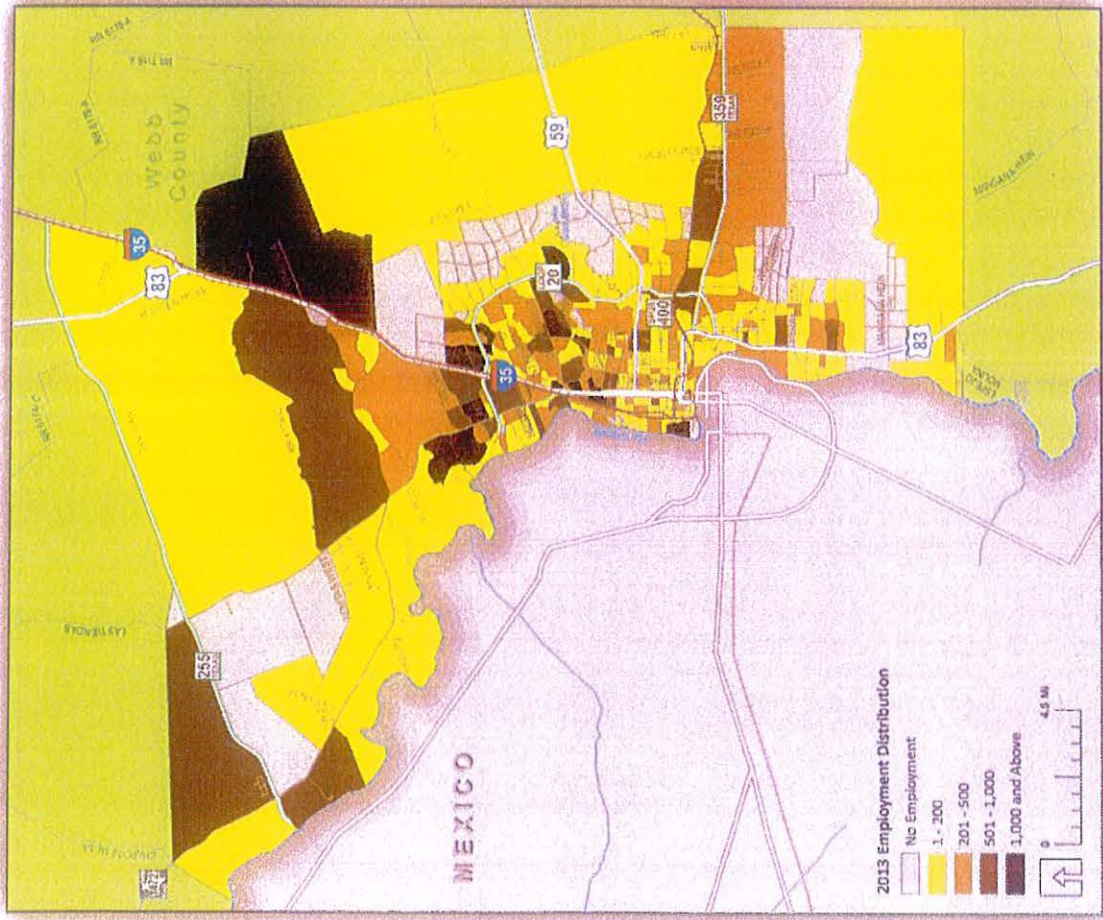
# 2013 - 2040 Projected Population





# 2013 – 2040 Projected Employment

**LAREDO METROPOLITAN TRANSPORTATION PLAN 2015-2040 UPDATE**
  
 Laredo Urban Transportation Study



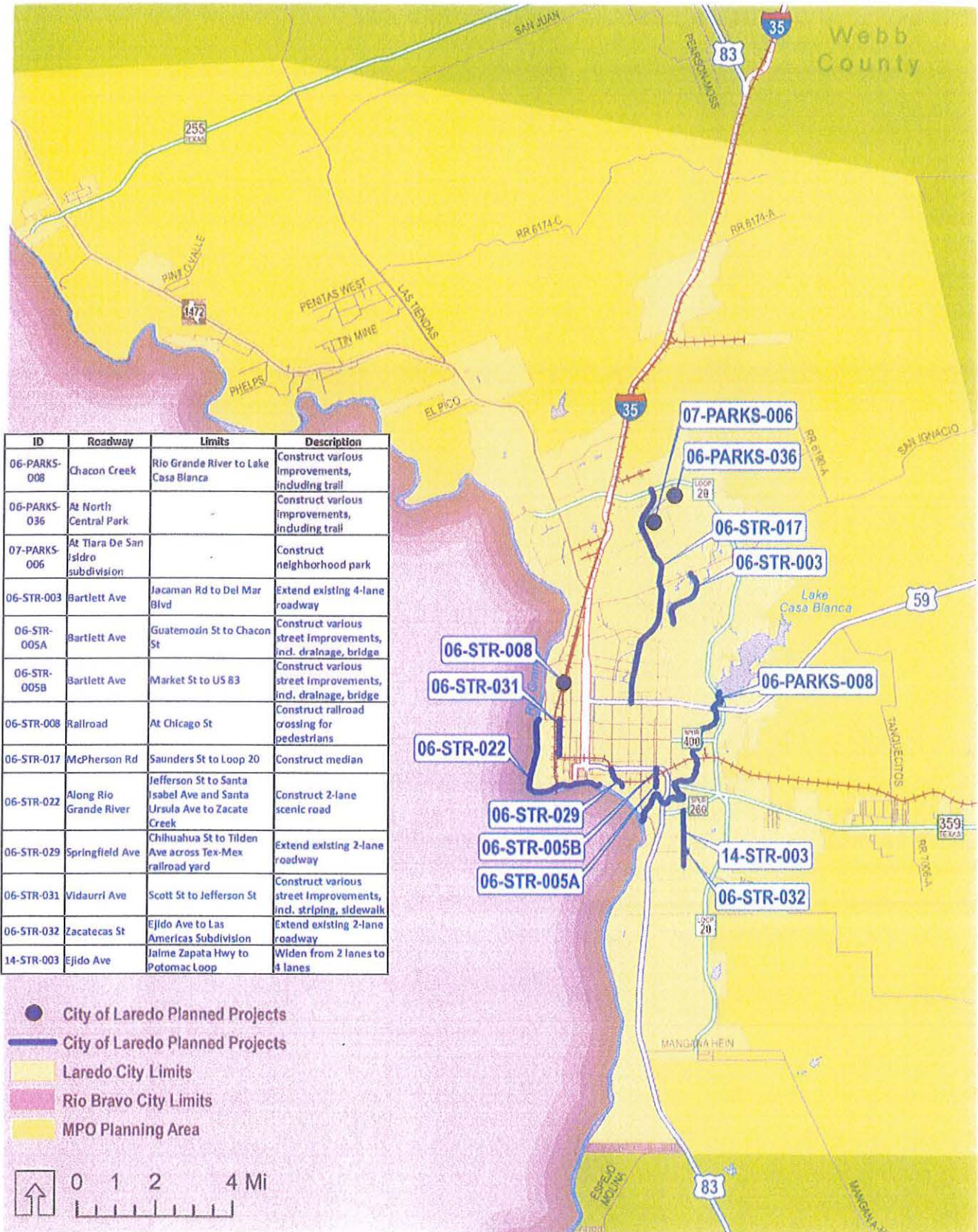


# City of Laredo Planned Projects



LAREDO METROPOLITAN  
TRANSPORTATION PLAN  
2015-2040 UPDATE

Laredo Urban Transportation Study



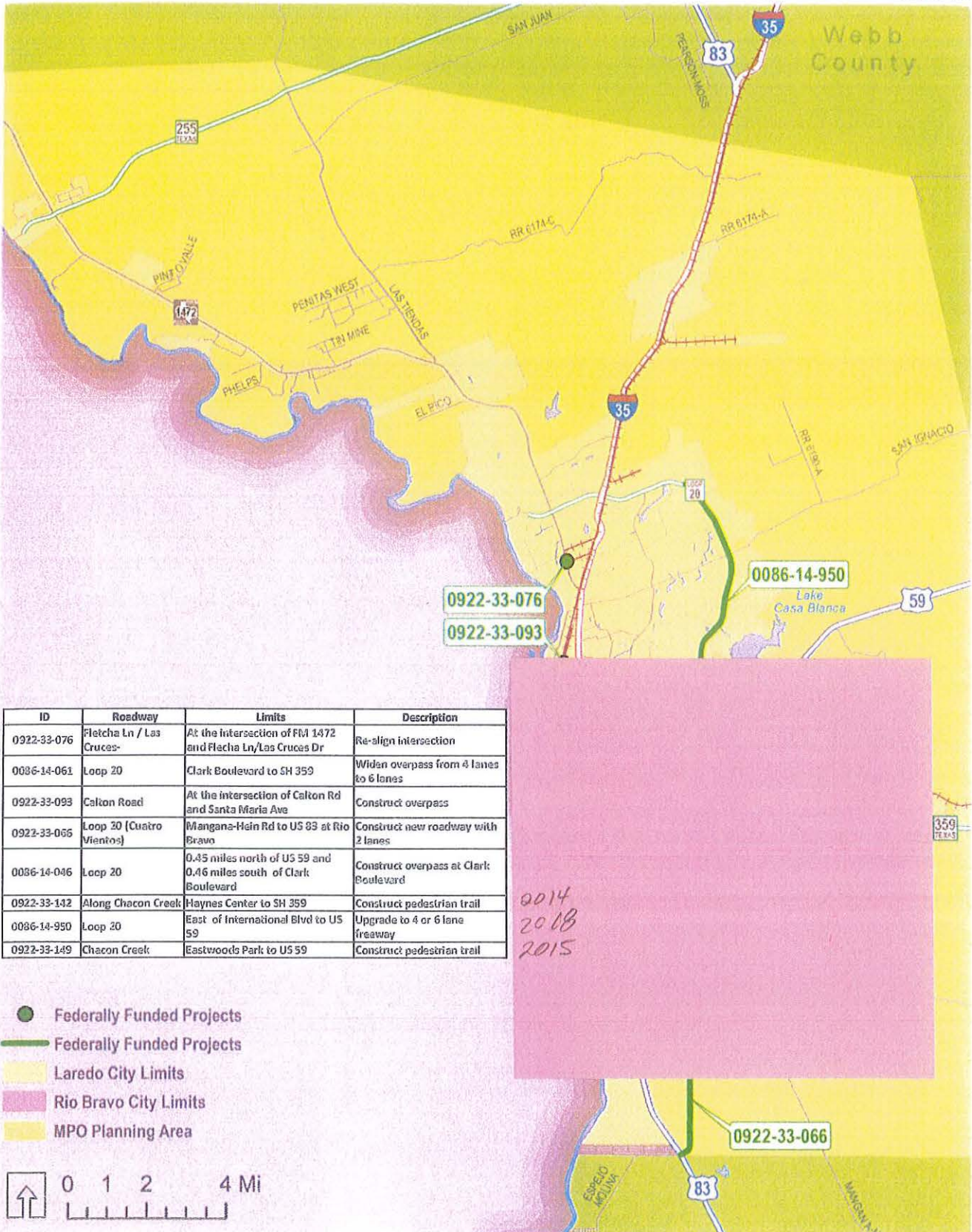


# Federally Funded Projects



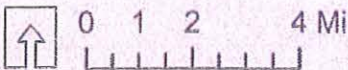
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Laredo Urban Transportation Study



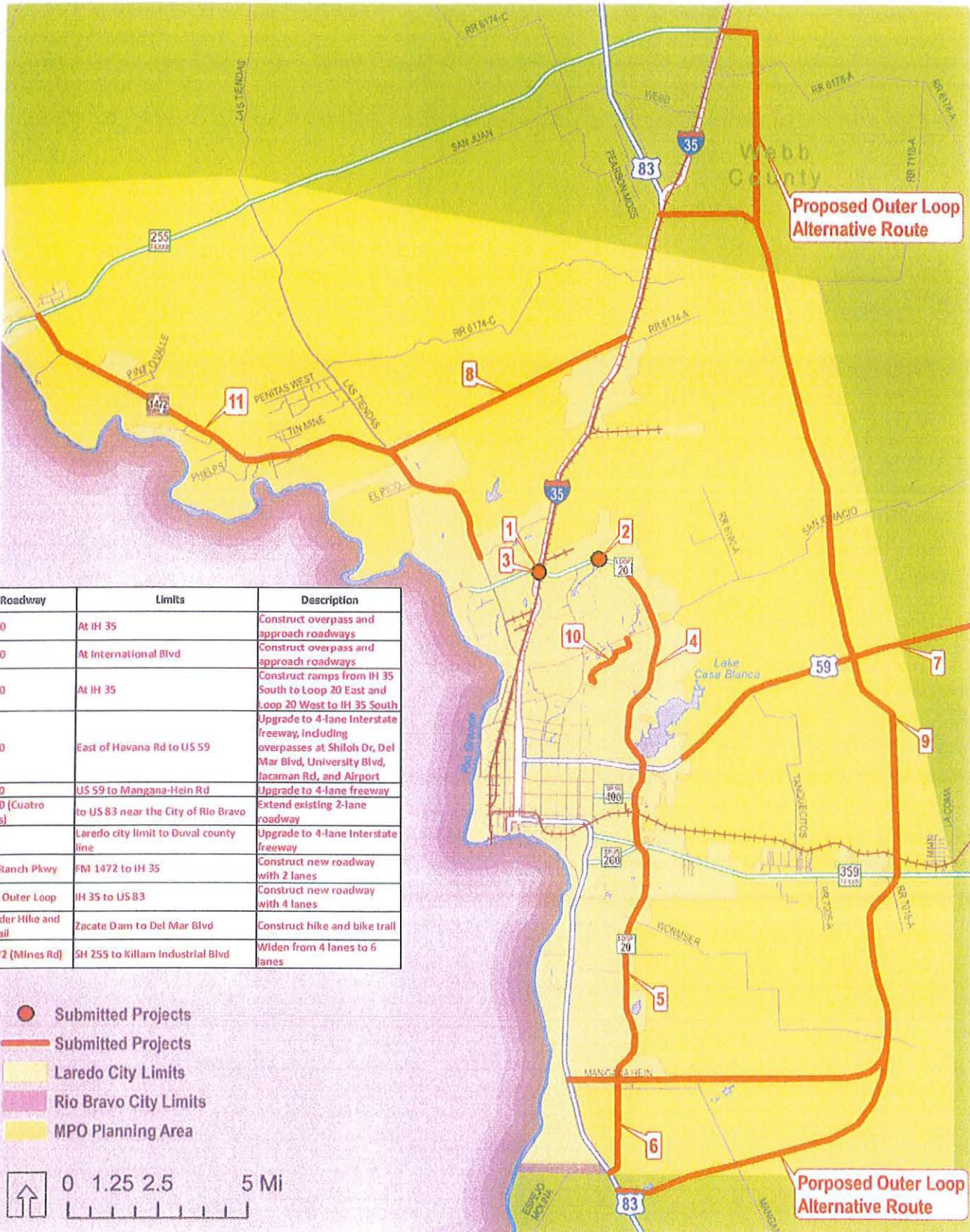
ID	Roadway	Limits	Description
0922-33-076	Flecha Ln / Las Cruces-	At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr	Re-align intersection
0086-14-061	Loop 20	Clark Boulevard to SH 359	Widen overpass from 4 lanes to 6 lanes
0922-33-093	Calton Road	At the intersection of Calton Rd and Santa Maria Ave	Construct overpass
0922-33-066	Loop 20 (Cuatro Vientos)	Mangana-Hsin Rd to US 83 at Rio Bravo	Construct new roadway with 2 lanes
0086-14-046	Loop 20	0.45 miles north of US 59 and 0.46 miles south of Clark Boulevard	Construct overpass at Clark Boulevard
0922-33-142	Along Chacon Creek	Haynes Center to SH 359	Construct pedestrian trail
0086-14-950	Loop 20	East of International Blvd to US 59	Upgrade to 4 or 6 lane freeway
0922-33-149	Chacon Creek	Eastwoods Park to US 59	Construct pedestrian trail

- Federally Funded Projects
- Federally Funded Projects
- Laredo City Limits
- Rio Bravo City Limits
- MPO Planning Area



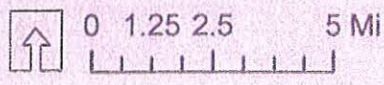


# Submitted Projects



ID	Roadway	Limits	Description
1	Loop 20	At IH 35	Construct overpass and approach roadways
2	Loop 20	At International Blvd	Construct overpass and approach roadways
3	Loop 20	At IH 35	Construct ramps from IH 35 South to Loop 20 East and Loop 20 West to IH 35 South
4	Loop 20	East of Havana Rd to US 59	Upgrade to 4-lane Interstate freeway, including overpasses at Shiloh Dr, Del Mar Blvd, University Blvd, Jacaman Rd, and Airport
5	Loop 20	US 59 to Mangana-Hein Rd	Upgrade to 4-lane freeway
6	Loop 20 (Cuatro Vientos)	to US 83 near the City of Rio Bravo	Extend existing 2-lane roadway
7	US 59	Laredo city limit to Duval county line	Upgrade to 4-lane Interstate freeway
8	Green Ranch Pkwy	FM 1472 to IH 35	Construct new roadway with 2 lanes
9	Laredo Outer Loop	IH 35 to US 83	Construct new roadway with 4 lanes
10	Alexander Hike and Bike Trail	Zacate Dam to Del Mar Blvd	Construct hike and bike trail
11	FM 1472 (Mines Rd)	SH 255 to Killam Industrial Blvd	Widen from 4 lanes to 6 lanes

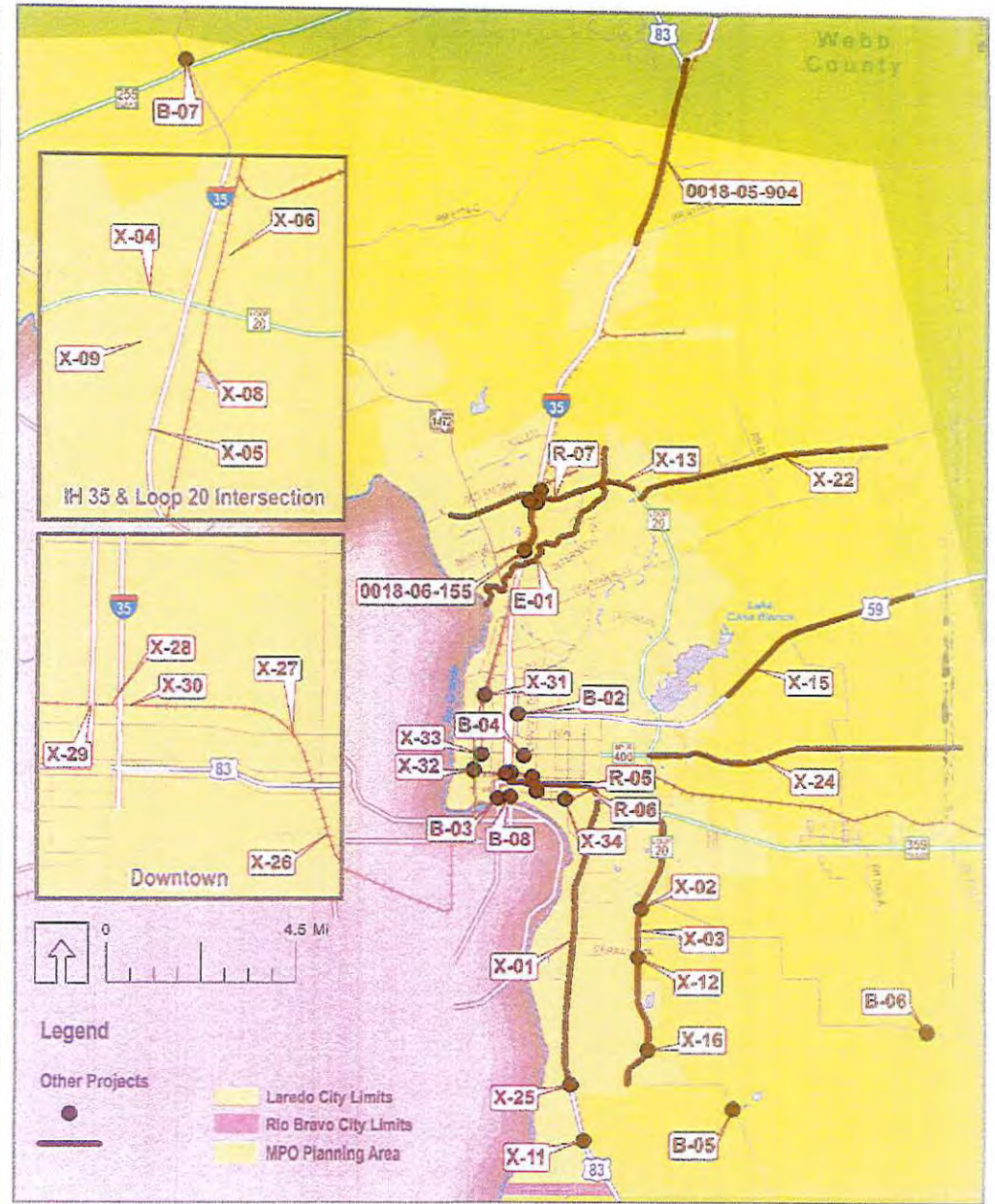
- Submitted Projects
- Submitted Projects
- Laredo City Limits
- Rio Bravo City Limits
- MPO Planning Area





# Other Projects

ID	Roadway	Limits	Description
X-01	US 83	SH 359 to Prop. Outer Loop	Widen from 4 lanes to 7 lanes
X-02	Loop 20 (Cuatro Vientos)	At Southgate Blvd	Construct overpass and ramps
X-03	Loop 20 (Cuatro Vientos)	SH 359 to Prop. Outer Loop	Widen from 4 lanes to 6 lanes
X-04	Loop 20	World Trade Bridge to IH 35	Add 1 lane in each direction
X-05	Interstate 35	Shiloh Dr to Loop 20	Widen from 4 lanes to 6 lanes
X-06	Interstate 35	At Loop 20	Construct ramp from Loop 20 westbound to IH 35 northbound
X-08	Interstate 35	At Loop 20	Construct ramp from IH 35 northbound to Loop 20 eastbound
X-09	Interstate 35	At Loop 20	Construct ramp from Loop 20 eastbound to IH 35 southbound
X-11	US 83	At San Rio Blvd	Construct overpass and ramps
X-12	Loop 20 (Cuatro Vientos)	At Clelito Linda/Sierra Vista	Construct overpass and ramps
X-13	Loop 20	McPherson Blvd to Bucly Moudmann Blvd	Construct 4-lane freeway mainlanes
X-15	US 59	2.0 miles east of Loop 20 to Prop. Outer Loop	Widen from 2 lanes to 7 lanes
X-16	Loop 20 (Cuatro Vientos)	At future minor arterial (1 mile north of Mangana Hein Rd)	Construct overpass and ramps
X-22	Prop. Outer Loop Spur	Loop 20 to Prop. Outer Loop	Construct new roadway with 2 lanes
X-24	Clark Blvd (Spur 400)	Loop 20 to Prop. Outer Loop	Construct new roadway with 5 lanes
X-25	US 83	At Prop. Outer Loop	Construct ramps-northbound US 83 to eastbound Outer Loop and westbound Outer Loop to southbound US 83
X-26	Market St	At KCS Railroad	Construct overpass
X-27	Corpus Christi St	At KCS Railroad	Construct overpass
X-28	IH 35 SB Frontage Rd (Santa Ursula)	At KCS Railroad	Construct overpass
X-29	San Bernardo (Bus, Interstate 35)	At KCS Railroad	Construct overpass
X-30	IH 35 NB Frontage Rd (Santa Ursula)	At KCS Railroad	Construct overpass
X-31	Chicago St	At UP Railroad	Construct overpass
X-32	Scott St	At UP Railroad	Construct overpass
X-33	Sanchez St	At UP Railroad	Construct overpass
X-34	Seymour Ave	At KCS Railroad	Construct overpass
R-05	US 83 (Chihuahua)	IH 35 to SH 359	Widen from 2 lanes to 3 lanes
R-06	US 83 (Guadalupe)	IH 35 to SH 359	Widen from 2 lanes to 3 lanes
E-01	Along Manadas Creek	Rio Grande River northwest of water treatment plant to United H.S.	Construct hike and bike trail
R-07	Loop 20	IH 35 to McPherson Rd	Construct 4-lane freeway mainlanes
B-02	US 59	At Zacate Creek	Replace bridge
B-03	Convent Ave	At Rio Grande River	Rehabilitate bridge
B-04	Sanchez St	At Zacate Creek	Replace bridge
B-05	Mangana-Hein Rd	At Becerra Creek	Replace bridge
B-06	Wormser Rd	At Dolores Creek	Replace bridge
B-07	Las Tiendas Rd	At Tejones Creek to Isabel Creeks and Palito Blanco Arroyo	Replace bridge
B-08	-	At Juárez-Lincoln Bridge	Construct new bus facility
0018-05-904	IH 35	0.5 mi north of Uniroyal Dr to 0.5 mi north of US 83	Widen from 4 lanes to 6 lanes
0018-06-155	Shiloh Dr	At Railroad	Construct overpass





# Laredo Urban Transportation Study

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



## MINUTES OF THE JUNE 16, 2014, MEETING

### I. CALL TO ORDER

Cm. Narvaez called the meeting to order at 12:21 p.m.

### II. CHAIRPERSON TO CALL ROLL

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

Cm. Narvaez made a motion to excuse members absent.

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

Motion carried unanimously

#### **Regular members present:**

Honorable Juan Narvaez, City Councilmember, District IV  
Honorable Roque Vela, Jr. City Councilmember, District V  
Honorable Jorge A. Vera, City Councilmember, District VII  
Melisa Montemayor, TxDOT  
Albert Ramirez, TxDOT

#### **Regular members not present:**

Honorable Raul G. Salinas, Mayor and LUTS Chairperson  
Honorable Jaime Canales, Webb County Commissioner, Pct. 4  
Honorable John Galo, Webb County Commissioner, Pct. 3  
Danny Valdez, Webb County Judge

#### **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  
Carlos Rodriguez, TxDOT

Others:

Eduardo Bernal, Transit, El Metro  
Claudia San Miguel, Transit, El Metro  
Carlos Villarreal, City Manager  
Sara Garza, TxDOT

III. COMMITTEE AND DIRECTOR'S REPORTS (No action required)

Cm. Vela requested a listing and status report on ongoing projects, as well as information on category seven funds, specifically totals and eligible activities. He also emphasized the need for increased coordination between the TxDOT, the City, and Webb County. He stated that the Loop 20 projects are among the most important in our area.

Melisa Montemayor, TxDOT, stated the State Transportation Improvement Plan (STIP) is the document which programs funds and projects for the next four years. The document is financially constrained. The projects that are on the STIP have construction and project development funding which have already been allocated.

Ms. Montemayor stated the creation of the Regional Mobility Authority (RMA) has already prioritized several projects. Once the RMA is formed, the By-Laws will be drafted, and then those priority projects will be looked by the RMA in terms of determining the funding avenue to commit to development and construction of those projects.

Cm. Vela stated City Council has yet to decide on the appointment of members to the RMA.

Carlos Villarreal, City Manager, suggested Cm. Vela bring up the appointment of the members of the RMA during the next meeting of the City Council. He also stated that the City is working very hard on the development of Mines Rd. and IH35. He emphasized the need for cooperation among the participating local agencies in order to foster a successful RMA.

Ms. Montemayor stated that category seven monies can be used for any type of mobility projects within the MPO boundaries for construction purposes only.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION



1. Approval of the minutes for the meeting held on May 19, 2014.

Cm. Vela made a motion to approve the minutes of May 19, 2014.

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

Motion carried unanimously

2. Receive public testimony and approve Resolution No. MPO 2014-04 adopting the proposed amendment of the 2013-2016 Transportation Improvement Program (TIP).

Cm. Vela made a motion to open a public hearing.

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

Motion carried unanimously

Cm. Vela made a motion to close the public hearing and approve Resolution No. MPO 2014-04 adopting the proposed amendment of the 2013-2016 Transportation Improvement Program (TIP).

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

Motion carried unanimously

3. Receive public testimony and initiate a 20 day public review and comment period for the proposed FY 2015 Unified Planning Work Program (UPWP).

Cm. Vela made a motion to open a public hearing.

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

Motion carried unanimously



Cm. Vela made a motion to close the public hearing and approve and initiate a 20 day public review and comment period for the proposed FY 2015 Unified Planning Work Program (UPWP).

Cm. Vela made a motion to open a public hearing.

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

Motion carried unanimously

V. TECHNICAL COMMITTEE REPORT(S) (No action required)

There was nothing to report.

VI. ADJOURNMENT

Cm. Vela made a motion to adjourn the meeting at 12:40 p.m.

Second: Cm. Vera  
For: 5  
Against: 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

\_\_\_\_\_  
Raul G. Salinas,  
Mayor and LUTS Chairperson



**LAREDO URBAN TRANSPORTATION STUDY  
ACTION ITEM**

<b>DATE:</b> 7-21-14	<b>SUBJECT: A RESOLUTION</b> Receive public testimony and approve Resolution No. MPO 2014-05 adopting the proposed FY 2015 Unified Planning Work Program (UPWP).																																			
<b>INITIATED BY:</b> Staff		<b>STAFF SOURCE:</b> Nathan Bratton, MPO Director																																		
<b>PREVIOUS ACTION:</b> On June 16 <sup>th</sup> , 2014, the Policy Committee approved the initiation of a 20 day public review and comment period.																																				
<p><b>BACKGROUND:</b> The Unified Planning Work Program describes and schedules work to be undertaken by the Metropolitan Planning Organization during the 2015 fiscal period. This year's program has been designed to emphasize the following planning issues:</p> <ul style="list-style-type: none"> <li>*Growth and Development Projections</li> <li>* Long range planning</li> <li>* Public transportation needs.</li> <li>* Congestion Management</li> <li>* Impact of railroads on the community</li> <li>* Transportation Management Area Certification</li> </ul> <p>The final approved Unified Planning Work Program (UPWP) is due August 4, 2014. Listed below is the proposed budget:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Subtask</th> <th style="text-align: center;">Amount</th> </tr> </thead> <tbody> <tr><td>1.1 Program support administration</td><td style="text-align: right;">\$105,000.00</td></tr> <tr><td>1.2 Travel, training, equipment</td><td style="text-align: right;">\$10,000.00</td></tr> <tr><td>2.1 Growth development and monitoring</td><td style="text-align: right;">\$20,000.00</td></tr> <tr><td>2.2 Website</td><td style="text-align: right;">\$30,000.00</td></tr> <tr><td>2.3 Travel Demand Update</td><td style="text-align: right;">\$5,000.00</td></tr> <tr><td>3.1 TIP/UPWP/PPP/LEP/By-Laws</td><td style="text-align: right;">\$20,000.00</td></tr> <tr><td>3.2 Limited English Proficiency (LEP)</td><td style="text-align: right;">\$30,000.00</td></tr> <tr><td>3.3 TMA Certification Project</td><td style="text-align: right;">\$5,000.00</td></tr> <tr><td>4.1 2010-2035 Metropolitan Transportation Plan</td><td style="text-align: right;">\$5,000.00</td></tr> <tr><td>4.2 2015-2040 Metropolitan Transportation Plan</td><td style="text-align: right;">\$75,000.00</td></tr> <tr><td>5.1 Congestion Management Plan</td><td style="text-align: right;">\$45,000.00</td></tr> <tr><td>5.2 Railroad Quiet Zone Update</td><td style="text-align: right;">\$30,000.00</td></tr> <tr><td>5.3 Transit Plan Update</td><td style="text-align: right;">\$100,000.00</td></tr> <tr><td>5.4 Bicycle and Pedestrian Plan</td><td style="text-align: right;">\$75,000.00</td></tr> <tr><td>5.5 Mines Road Study</td><td style="text-align: right;">\$200,000.00</td></tr> <tr> <td style="text-align: center;"><b>TOTAL</b></td> <td style="text-align: right;"><b>\$755,000.00</b></td> </tr> </tbody> </table>			Subtask	Amount	1.1 Program support administration	\$105,000.00	1.2 Travel, training, equipment	\$10,000.00	2.1 Growth development and monitoring	\$20,000.00	2.2 Website	\$30,000.00	2.3 Travel Demand Update	\$5,000.00	3.1 TIP/UPWP/PPP/LEP/By-Laws	\$20,000.00	3.2 Limited English Proficiency (LEP)	\$30,000.00	3.3 TMA Certification Project	\$5,000.00	4.1 2010-2035 Metropolitan Transportation Plan	\$5,000.00	4.2 2015-2040 Metropolitan Transportation Plan	\$75,000.00	5.1 Congestion Management Plan	\$45,000.00	5.2 Railroad Quiet Zone Update	\$30,000.00	5.3 Transit Plan Update	\$100,000.00	5.4 Bicycle and Pedestrian Plan	\$75,000.00	5.5 Mines Road Study	\$200,000.00	<b>TOTAL</b>	<b>\$755,000.00</b>
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<b>TOTAL</b>	<b>\$755,000.00</b>																																			
<b>COMMITTEE RECOMMENDATION:</b> The LUTS Technical Committee recommends approval.		<b>STAFF RECOMMENDATION:</b> Staff recommends approval.																																		



**RESOLUTION NO. MPO 2014-05**

BY THE LAREDO URBAN TRANSPORTATION STUDY  
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

**ADOPTING THE 2015 UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO), for the Laredo Urbanized Area wishes to adopt the 2015 Unified Planning Work Program (UPWP); and,

**WHEREAS**, the Laredo Urban Transportation Study finds that the 2015 Unified Planning Work Program (UPWP) meets federal and state requirements, and meets the transportation planning needs of the Laredo Metropolitan Area;

**NOW THEREFORE BE IT RESOLVED**, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopts the 2015 Unified Planning Work Program (UPWP), which is attached hereto and made a part hereof for all purpose on this the 21<sup>ST</sup> day of July, 2014

\_\_\_\_\_  
Honorable Raul G. Salinas  
Mayor of Laredo and Chairperson of the  
LUTS Transportation Planning Committee

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

\_\_\_\_\_  
Nathan Bratton  
MPO Director

\_\_\_\_\_  
Melisa Montemayor  
TxDOT District Administrator



**FY 2015**

**UNIFIED PLANNING WORK PROGRAM**

ADOPTED BY THE POLICY COMMITTEE ON: JULY 21, 2014



*LAREDO URBAN TRANSPORTATION STUDY  
2015 UNIFIED PLANNING WORK PROGRAM*

**I. INTRODUCTION**

The Unified Planning Work Program (UPWP) originated from the Federal-Aid Highway Act of 1973 and incorporates into one document all federally assisted state, regional, and local transportation planning activities 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 continuous, cooperative and comprehensive transportation planning for the Laredo Metropolitan Area as required by The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), The Transportation Equity Act for the 21st Century, The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), and Moving Ahead for Progress in the 21st Century Act (MAP-21).

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) reemphasized the necessity of the program and much greater emphasis was placed on the planning process. Transportation Equity Act for the 21st Century of 1998 prioritized: local officials, in cooperation with the State and transit operators, remain responsible for determining the best mix of transportation investments to meet metropolitan transportation needs. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) as authorized in 2005 defined the structure of the metropolitan planning process and continued the program’s emphasis on promoting a strong cooperative process between all stakeholders within MPO involvement.

Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) was signed into law by the President on July 6, 2012, and calls for a streamlined and performance-based surface transportation program. It builds on many of the highway, transit, bicycle, and pedestrian programs and policies established in by ISTEA 1991.

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.



## FY 2015 UPWP

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 work to be undertaken by the Laredo Urban Transportation Study during the upcoming fiscal period. The UPWP also includes a financial participation summary. In order to ensure public involvement and participation, 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 revisions of the UPWP may only be ratified thru action of the Policy Committee following 72 hour posted advance notice to the public. All elements described are consistent with and in support of transportation planning objectives.

MAP-21 calls for metropolitan planning organizations, public transportation providers and state departments of transportation to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to seven goal areas for the federal-aid highway system by April 1, 2014. The goal areas include:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

The goal areas for public transportation address:

1. Transit Safety
2. Transit Asset Management

Each state department of transportation (DOT) will then have one year (to April 1, 2015) to establish performance targets in support of those measures; and the MPO's will subsequently have 180 days (to October 1, 2015) to establish performance targets coordinated with those of the state DOT's and public transportation providers. After 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.



MAP-21 requires that the Laredo Metropolitan Transportation Plan address the following eight factors in considering the transportation needs of the Laredo metropolitan planning area. The current UPWP includes tasks that will allow ongoing evaluation of community transportation needs in relation to these eight factors, which include:

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

The process used to develop and implement this UPWP is designed to ensure that a continuing comprehensive transportation planning program is carried out cooperatively by the MPO, TxDOT, the City of Laredo, Webb County, the local transit provider, and the citizens of Laredo and Rio Bravo, as represented by the Policy Committee. This effort is carried out through the activities of the Technical Committee and their support of the Public Participation Plan (PPP) and all Title VI and Environmental Justice (Title VI/EJ) requirements. The MPO intends to use this same strategy to implement a performance based planning program that supports the seven adopted national goals and subsequent planning targets.

Public involvement policy and process will be critical to the preparation and implementation of performance measures in the planning process as required by MAP-21. 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>, as well as the local periodical to receive comments and notify the public of opportunities to comment.

## **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 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, the Laredo TxDOT District Administrator, TxDOT's District Transportation Planning and Development Director, 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-



**FY 2015 UPWP**

officio members. The Policy Committee is the body of the MPO 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). Technical Committee responsibilities include professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee includes:

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

City of Laredo staff providing service and support to the MPO include: the Planning Director, a transportation 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 TMA Certification Project, the Congestion Management Plan, the 2015-2040 Metropolitan Plan Update, the Railroad Quiet Zone Study Update, the Transit Plan Update, the Bicycle and Pedestrian Plan, and the Mines Road Study. Outside consulting services are also being considered for the completion of the MPO’s website redesign, and the Limited English Proficiency Plan.

**E. PLANNING ISSUES AND EMPHASIS**

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

- \* Growth and Development Projections
- \* Long range planning
- \* Public Transportation Needs



## FY 2015 UPWP

- \* Congestion Management
- \* Impacts of railroads on the community
- \*Transportation Management Area Certification

### 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 includes 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, make appropriate revisions to documents and approved 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.
- 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 - FY 15

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
1.1	LUTS	105,000	0	0	105,000
1.2	LUTS	10,000	0	0	10,000
<b>TOTAL</b>		<b>115,000</b>	<b>0</b>	<b>0</b>	<b>115,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. 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 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 done in-house using resources available in the community. The MPO website will be redesigned to increase functionality, ease of use, visualization capacity, public outreach, and transparency.

#### C. PREVIOUS WORK

For the previous fiscal year, staff reviewed and updated the functional classification of the entire network. Staff also smoothed the boundaries as necessary. All data was input and submitted. After review by TxDOT, the MPO attended a series of webex meeting with TxDOT and FHWA to further review the network's functional classification and clarify or revise selected segment classifications if required. MPO staff received and reviewed the files and reports for the Congestion Management Project. Projects in Progress: finalization of the preliminary files of the Traffic Demand Model, and the MTP. Projects map are developed, retrieved and or printed as new projects are approved by the MPO Committee, or requested.

#### D. SUBTASKS

- 2.1 Growth and development monitoring projections. The GIS Analyst 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.
- 2.2 Website – Professional services will be procured to redesign the MPO website in order to increase the site's functionality, ease of use, visualization capacity, public outreach ability and transparency. (Staff is considering whether to perform the task in house or procure professional)
- 2.3 Travel Demand Model Update - Objective: The GIS Analyst will review all socioeconomic data, necessary for the updating of the 2003 Travel Demand Model, produced by selected consultant. Expected Outcome: Update of the current travel demand model from a 2003 to a 2008 base year and from a 2035 forecast year to a 2040 forecast year (To be conducted by consultant. This is a carryover project.)



**E. FUNDING & PARTICIPATION SUMMARY**

**Task 2 – FY 15**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
2.1	LUTS	20,000	0	0	20,000
2.2	LUTS	30,000	0	0	30,000
2.3	LUTS	5,000	0	0	5,000
<b>TOTAL</b>		<b>55,000</b>	<b>0</b>	<b>0</b>	<b>55,000</b>

<sup>1</sup>TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. 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, By-Laws, and the Public Participation Plan. A Limited English Proficiency Plan will be developed and adopted in accordance with federal and state guidelines. 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. The MPO will also participate in both a mock and formal certification review to be conducted by the Federal Highway Administration (FHWA).

**C. PREVIOUS WORK**

Staff assisted in the development of the 2015- 2018 TIP, the 2014 UPWP, as well as the continuous revisions of the 2013-2016 Transportation Improvement Program (TIP). Staff worked closely with the selected consultant on the TMA Certification Project which is intended to prepare the MPO, its planning partners and organizational documents for both the mock and formal certification review process. A draft of the Certification Notebook has been prepared and submitted for preliminary review by FHWA. Staff continued to research the development of a Limited English Proficiency Plan while deliberating whether to develop the project in-house or to procure outside consultant assistance.



## FY 2015 UPWP

### D. SUBTASKS

- 3.1 TIP/UPWP/By-Laws/PPP/LEP/TMA Certification – 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 TMA Certification project.
- 3.2 Limited English Proficiency Plan – In accordance with Title VI non-discrimination laws the MPO seeks to develop and adopt a Limited English Proficiency Plan, in compliance with all Federal and State laws, which will define the manner in which the Laredo MPO will accommodate persons with limited ability to read, write, speak or understand English. (Under consideration for development by Staff or consultant- This is a carry-over project.)
- 3.3 Transportation Management Area (TMA) Certification Project – Objective: All current MPO Policies, Plans, Programs, Procedures, and Agreements will be reviewed and amended if necessary, in order to comply with all requirements pertaining to a TMA under Moving Ahead for Progress in the 21<sup>st</sup> Century (Map21). The Certification Notebook addressing the TIP, MTP, UPWP, and other planning issues will be produced in preparation of the Desk Audit. The project will provide recommendations for short and long term improvements necessary to achieve TMA certification. Expected Outcome- All MPO Policies, Plans, Programs, Procedures, and Agreements in full compliance with Map 21’s requirements for TMAs, including the production of the Certification Notebook in preparation of precertification and certification. (Mock certification is currently scheduled for December of 2014 ) ( To be conducted by consultant. This is a carry-over project)

### E. FUNDING & PARTICIPATION SUMMARY

#### Task 3 - FY 15

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
3.1	LUTS	20,000	0	0	20,000
3.2	LUTS	30,000	0	0	30,000
3.3	LUTS	5,000	0	0	5,000
<b>TOTAL</b>		<b>55,000</b>	<b>0</b>	<b>0</b>	<b>55,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. 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. Staff will also assist in the development of the 2015-2040 MTP.

**C. PREVIOUS WORK**

Staff assisted in the continuous revision of the 2010-2035 Laredo Metropolitan Transportation Plan. Staff worked closely with the selected consultant on the development of the 2015-2040 MTP. Existing conditions data collection has been conducted and 4 draft chapters of the MTP document have been developed and distributed to the Technical Committee for review. The first public meeting was held wherein crash location data and maps of forecast population distribution were presented. A survey was conducted on the attendees regarding their perception of local congested locations and a summary report of the results was developed and also distributed to the Technical Committee. Environmental Justice areas were identified based on the 2010 US census, and documents identifying both environmentally sensitive and cultural resources were developed.

**D. SUBTASKS**

- 4.1 2010-2035 Laredo Metropolitan Transportation Plan (MTP) - assist in the ongoing revision of Metropolitan Transportation Plan.
- 4.2 2015-2040 Laredo Metropolitan Transportation Plan (MTP) - Update existing MTP to conform to state and federal requirements. This includes an evaluation of the existing transportation system, public transportation, environmental conditions and transportation needs and developing a financially constrained implementation plan. The project will include a land use and socioeconomic conditions and forecast element. (To be conducted by consultant. This is a carry-over project)



**E. FUNDING & PARTICIPATION SUMMARY**

**Task 4 - FY 15**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
4.1	LUTS	5,000	0	0	5,000
4.2	LUTS	75,000	0	0	75,000
<b>TOTAL</b>		<b>80,000</b>	<b>0</b>	<b>0</b>	<b>80,000</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for FHWA PL-112 and FTA Section 5303 programs. 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 and the Congestion Management Study, the TMA Certification Project, the 2015-2040 MTP, and the Rail Road Quiet Zone Update studies were initiated. In 2014 staff continued to worked closely with the selected consultants on the Congestion Management Study, the TMA Certification Project, the 2015-2040 MTP, and the Rail Road Quiet Zone Update studies. Contract amendments were developed and executed for both the Congestion and Railroad Quiet Zone studies.



**D. SUBTASKS**

- 5.1 Congestion Management Plan -Objective: To identify and evaluate the likely performance and expected benefits of a variety of congestion management strategies. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process in Transportation Management Areas (TMAs). Expected Outcome: The plan will provide congestion management recommendations, intended to facilitate the safe and effective management and operation of new and existing transportation facilities, in accordance with all Federal guidelines. (To be conducted by consultant. This is a carryover project.)
- 5.2 Railroad Quiet Zone Study Update - Objective: Develop a strategy to implement a train whistle ban in Laredo following adopted federal guidelines. The study will evaluate railroad lines by segments and provide detailed recommendations for implementation. Data will be collected at each railroad crossing and analysis and recommendations will be developed for each crossing. The study will also provide recommendations regarding capital improvements necessary, cost estimates, alternative recommendations, and order of implementation for infrastructure improvements. Expected Outcome: To update the study that was performed for the MPO in 2006. (To be conducted by consultant. This is a carry-over project.)
- 5.3 Transit Plan Update-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. (To be conducted by consultant)
- 5.4 Bicycle and Pedestrian Plan - Objective: To 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 . Expected Outcome: To adopt a plan that will 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.
- 5.5 Mines Road Study- Objective: To evaluate Mines Road, from its intersection with IH 35 north to its intersection with 255, for mobility improvements with a concentration on increasing roadway capacity and level of service. Analysis should include at a minimum: an origin and destination study, evaluation of commercial, transit, and passenger vehicle traffic patterns, access management, alternative access routes, both existing and proposed and signal timing improvements. Expected Outcome: A comprehensive traffic study also including short and long term, prioritized improvement recommendations, cost estimates and possible revenue sources.



**FY 2015 UPWP**

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 5 - FY 15**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
5.1	LUTS	45,000	0	0	45,000
5.2	LUTS	30,000	0	0	30,000
5.3	LUTS	100,000	0	0	100,000
5.4	LUTS	75,000	0	0	75,000
5.5	LUTS	200,000	0	0	200,000
<b>TOTAL</b>		<b>450,000</b>	<b>0</b>	<b>0</b>	<b>450,000</b>

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



FY 2015 UPWP

TABLE 1 –BUDGET SUMMARY— FY 15

UPWP Task	FTA Task	Description	TPF <sup>1</sup> Funds	FTA Sect. 5307	Local	Total Funds
1.0	44.21.00	Administration-Management	115,000	0	0	115,000
2.0	44.22.00	Data Development and Maintenance	55,000	0	0	55,000
3.0	44.24.00	Short Range Planning	55,000	0	0	55,000
4.0	44.23.00	Metropolitan Transportation Plan	80,000	0	0	80,000
5.0	44.27.00	Special Studies	450,00	0	0	450,00
<b>TOTAL</b>			<b>755,000</b>	<b>0</b>		<b>755,000</b>

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

FHWA (PL-112) <sup>2</sup>	\$ 458,621.00
Estimated Unexpended Carryover	<u>\$ 296,379.00</u>
TOTAL TPF	\$ 755,000.00

<sup>2</sup> Estimate based on prior years authorizations



**APPENDIX A**

**LAREDO URBAN TRANSPORTATION STUDY  
POLICY COMMITTEE**

Honorable Raul G. Salinas	Mayor	City of Laredo
Honorable Roque Vela, Jr.	City Councilmember	City of Laredo
Honorable Juan Narvaez	City Councilmember	City of Laredo
Honorable Jorge A. Vera	City Councilmember	City of Laredo
Honorable Danny Valdez	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. Albert Ramirez, P.E.	Transportation Planning and Development Director	TxDOT
<b>**Ex-Officio**</b>		
Honorable Judith Zaffirini	Senator - District 21	State of Texas
Honorable Richard Raymond	Representative - District 42	State of Texas
Honorable Tracy O. King	Representative- District 80	State of Texas



**APPENDIX B**  
**METROPOLITAN AREA BOUNDARY MAP**

**Map will be inserted separately**



**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

\_\_\_\_\_  
MPO Policy Committee Chairperson

\_\_\_\_\_  
Date



## APPENDIX D

### LOBBYING CERTIFICATION

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

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

- 1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- 3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.
- 4) 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.

\_\_\_\_\_  
MPO Policy Committee Chairperson

\_\_\_\_\_  
Date

**APPENDIX E**

**CERTIFICATION OF COMPLIANCE**

I, **Raul G Salinas**, 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 49 CRR 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.

\_\_\_\_\_  
MPO Policy Committee Chairperson

\_\_\_\_\_  
Date

Attest:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Title



**APPENDIX F**

I, Raul G. Salinas, a duly authorized officer/representative of the Laredo Urban Transportation Study (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 programs satisfies the requirements of by 43 TAC subsection 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC subsection 10.51 "Internal Ethics an Compliance Program" as may be revised and superseded.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Chairman, MPO Policy Committee

Attest:

\_\_\_\_\_  
**Name**

\_\_\_\_\_  
**Title**

## **SUPPLEMENTAL INFORMATION TO APPENDIX G**

### **METROPOLITAN AND STATEWIDE PLANNING**

The Laredo MPO certifies that it provides continuous, cooperative and comprehensive transportation planning, addressing major issues facing the Laredo urban area and its planning process is conducted in accordance with all applicable transportation planning requirements, including the eight planning factors outlined in SAFETEA-LU. All requested reports and necessary documentation is submitted as required and on a timely basis. The Laredo MPO extends full cooperation and consultation as needed with the State on planning activities and programs.

### **CLEAN AIR ACT**

The Laredo MPO is in attainment status in regards to air quality (Ozone, CO and PM-10). However, air quality issues are incorporated into the transportation planning process and environmental impacts are addressed in most studies funded through the MPO.

### **TITLE VI, CIVIL RIGHTS ACT OF 1964**

The Laredo MPO implements a Public Involvement Process that facilitates the participation of minority and low-income populations in transportation decision-making and strives for increased public involvement as part of the metropolitan planning process. By constantly evaluating its public involvement efforts, as well as developing new techniques, the MPO attempts to increase community awareness to address the needs of low-income populations within the urban area. As part of the MPOs efforts to increase public awareness, attempts are being made to establish working relationships with the local media. The resulting publicity may increase the exposure of MPO activities and increase the involvement of the community. MPO Policy Committee meetings are also televised in order to allow the community to keep abreast of MPO planning activities.

Every decision by the MPO is made with the challenge of ensuring that projects do not disproportionately have adverse impacts on minority or low-income populations. In addition, special efforts are made to identify minority and low-income sectors within the urban area. Because 94% of the population within the urban area is of Hispanic origin, data and mapping efforts focus primarily around low-income populations, as determined by US Health and Human Services guidelines and utilizing US Census information as it becomes available. The products developed as part of this effort will allow for better planning by all agencies involved and will assist in identifying needs in areas inhabited by traditionally underserved populations.

MPO and City staffs are active in addressing environmental justice issues in Laredo. This is evidenced by the implementation of the Community Development Block Grant Program (CDBG), which is managed by the Department of Community Development. The CDBG is a Federal entitlement program that provides assistance to income-qualified families in designated target areas. Historically, the City has provided affordable housing, public facilities and public infrastructure improvements (streets, sidewalks, sewer and waterlines, etc.) to low-income areas of the community.

### **DISADVANTAGED BUSINESS ENTERPRISES (DBE)**

The Laredo MPO is committed to maximizing the opportunity of minority and women owned enterprises to participate in the performance of contracts financed in whole or in part with Federal funds. The Laredo MPO maintains a list of consultants that is used for mailing requests for proposals and these are also noticed in the newspaper. The MPO honors all written requests by consulting firms for inclusion to the list. Furthermore, all consulting contracts address DBEs through Article XXIII



(Minority Business Enterprises) and any work subcontracted by a hired consultant must adhere to these provisions (Article XIII).

**AMERICANS WITH DISABILITIES ACT OF 1990**

The Laredo MPO exercises good judgment in ensuring that discrimination based on disability does not enter into the transportation planning process. This includes taking into account the special needs of disabled persons in all aspects of the planning and implementation of new transportation projects. In regards to public transportation, paratransit service is provided to persons with disabilities with efforts to accommodate special needs. Since 1994, the Laredo transit system (El Metro) has complied with the ADA Paratransit Plan for Laredo, TX. The Laredo MPO also coordinates with the City of Laredo Planning Department and the Sidewalk Access Committee, which was developed for the sole purpose of identifying and addressing ADA access issues along major thoroughfares.

**RESTRICTIONS ON INFLUENCING CERTAIN FEDERAL ACTIVITIES**

The Laredo MPO (both Policy Committee members and staff) commit and certify that no 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 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. This component of self-certification is also upheld through the “Lobbying Certification” (Appendix D) included in the UPWP.

**Vanessa Guerra**

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**Subject:** FW: UPWP 2015- Comments

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**From:** Sara Garza [mailto:Sara.Garza@txdot.gov]

**Sent:** Monday, July 14, 2014 11:30 AM

**To:** Vanessa Guerra; Nathan R. Bratton

**Subject:** UPWP 2015- Comments

As previously discussed, the only comment I had was to change the subtask headings to FY 2015 instead of FY 2014. In reviewing the required changes, you incorporated the language on performance based transportation and the seven federal goals. I forwarded the draft to Kelly Kirkland for his review and comments. As per our conversation today, I did notice that you included the MPO self-certification in the UPWP document. That needs to be removed and included in your TIP. Everything else looks good. Thanks.

Don't mess with Texas® means don't litter.



Don't  
mess with  
Texas



## Vanessa Guerra

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**From:** Sara Garza [Sara.Garza@txdot.gov]  
**Sent:** Friday, July 11, 2014 8:46 AM  
**To:** Nathan R. Bratton; Vanessa Guerra  
**Subject:** Fwd: UPWP 2015 Draft for Laredo

FYI

Sent from my iPhone

Begin forwarded message:

**From:** Kelly Kirkland <Kelly.Kirkland@txdot.gov>  
**Date:** July 9, 2014 at 3:59:58 PM CDT  
**To:** Sara Garza <Sara.Garza@txdot.gov>  
**Subject:** RE: UPWP 2015 Draft for Laredo

Sara:

Thanks for sharing the Laredo UPWP. I did note two things.

One, the transit manager is shown as a member of the policy committee, which would satisfy the new requirement from MAP-21 (for TMA policy boards). That documents the compliance with the statute.

Two, as requested by TEMPO, TxDOT now requests FTA to transfer the 5303 funds to FHWA each year. FHWA then includes those funds in the PL-112 funds that are administered by TPP. There is no 5303 allocation to MPOs anymore; those funds are included in the PL-112 amounts. Since there are no FTA 5303 funds used, the FTA budget worksheet and accounting code descriptions are not needed.

This does not change the requirement to include transit in the metropolitan planning process, but it does mean there are no 5303 funds in the method of finance (unless it's old funds left over from prior years that started as 5303).

I do not think this requires a change in this UPWP, it could wait until the next update (unless you want to make it more clear now).

Please let me know if you have any questions.

## Vanessa Guerra

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**From:** Rafael Vidaurri [rvidaurri@webbcountytx.gov]  
**Sent:** Wednesday, July 02, 2014 4:57 PM  
**To:** Vanessa Guerra  
**Subject:** RE: LUTS Mtg. Packet 06/10/14  
**Attachments:** Review copy - LUTS mtg packet 06-10-14.pdf

Dear Vanessa:

Attached is a copy of the Draft 2015 UPWP in which I have highlighted some items which may need correcting.

Should you have any questions, please let me know.

Have a great day.

Best,

Rafael Vidaurri

Rafael Vidaurri, MPA  
Planner III  
Webb County Planning Department  
1110 Washington, Suite 302  
Laredo, TX 78041  
V 956.523.4100  
F 956.523.5008  
<http://www.webbocountytx.gov>

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**From:** Angelica Quijano [mailto:aquijano@ci.laredo.tx.us]  
**Sent:** Wednesday, June 11, 2014 4:38 PM  
**To:** Ana Duncan; Andres Castaneda; Arturo Dominguez; Carlos Rodriguez; Claudia Perez; Danny Magee; Eduardo Alvarez; Eduardo Bernal; Eloy Sanchez; Esteban Rangel; Jose L. Flores; Juan E. Rodriguez; Kirk Fauver; Luis Perez Garcia III; Marissa Montoya; Martha H. Palacios; Melisa Montemayor (Melisa.Montemayor@txdot.gov); Michael Barron; Rafael Flores; Rafael Vidaurri; Randy Aguilar; Raymond Sanchez; Rhonda Tiffin; Robert F. Pena; Robert Martinez; Roberto Rodriguez; Rosie C. Silva; Sara Garza; Thomas C. Blevins  
**Cc:** Vanessa Guerra; Nathan R. Bratton  
**Subject:** LUTS Mtg. Packet 06/10/14

Good afternoon Technical Committee Members,

For those who were not able to attend yesterday's LUTS Technical Meeting; attached please find packet that was distributed during the meeting.

The committee voted to:

- recommend approval of the initiation of a 20 day comment for the proposed draft 2015 UPWP
- recommend approval of the proposed amendment of 2013-2016 TIP.



If you have any questions or need any additional information, please contact our offices. Thank you.

Vanessa Guerra

Planner III : City of Laredo Planning Department : Laredo Metropolitan Planning Organization : 1120 San Bernardo Ave. :

P.O. Box 579 : Laredo Texas 78042-579 : Main: 956-794-1613 : Dir.: 956-794-1604 : Fax: 956-794-1624 :

[vguerra@ci.laredo.tx.us](mailto:vguerra@ci.laredo.tx.us)

**FY 2015**

**UNIFIED PLANNING WORK PROGRAM**

ADOPTED BY THE POLICY COMMITTEE ON: JULY 21, 2014



***LAREDO URBAN TRANSPORTATION STUDY  
2015 UNIFIED PLANNING WORK PROGRAM***

**I. INTRODUCTION**

The Unified Planning Work Program (UPWP) originated from the Federal-Aid Highway Act of 1973 and incorporates into one document all federally assisted state, regional, and local transportation planning activities 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 continuous, cooperative and comprehensive transportation planning for the Laredo Metropolitan Area as required by The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), The Transportation Equity Act for the 21st Century, The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), and Moving Ahead for Progress in the 21st Century Act (MAP-21).

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) reemphasized the necessity of the program and much greater emphasis was placed on the planning process. Transportation Equity Act for the 21st Century of 1998 prioritized: local officials, in cooperation with the State and transit operators, remain responsible for determining the best mix of transportation investments to meet metropolitan transportation needs. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) as authorized in 2005 defined the structure of the metropolitan planning process and continued the program's emphasis on promoting a strong cooperative process between all stakeholders within MPO involvement.

Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) was signed into law by the President on July 6, 2012, calls for a streamlined and performance-based surface transportation program. It builds on many of the highway, transit, bicycle, and pedestrian programs and policies established in 1991.

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 and is therefore 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 work to be undertaken by the Laredo Urban Transportation Study during the upcoming fiscal period. The UPWP also includes a financial participation summary. In order to ensure public involvement and participation, 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 revisions of the document may only be ratified thru action of the Policy Committee following 72 hour posted advance notice to the public. All elements described are consistent and in support of transportation planning objectives.

MAP-21 calls for metropolitan planning organizations, public transportation providers and state departments of transportation to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to seven goal areas for the federal-aid highway system by April 1, 2014. The goal areas include:

1. Safety
2. Infrastructure Condition
3. Congestion Reduction
4. System Reliability
5. Freight Movement and Economic Vitality
6. Environmental Sustainability
7. Reduced Project Delivery Delays

The goal areas for public transportation address:

1. Transit Safety
2. Transit Asset Management

The states then have one year (till April 1, 2015) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2015) to establish performance targets coordinated with those of the states and public transportation providers. After 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.

MAP-21 requires that the Laredo Metropolitan Transportation Plan address the following eight factors in considering the transportation needs of the Laredo metropolitan planning area. The current UPWP



includes tasks that will allow ongoing evaluation of community transportation needs in relation to these eight factors, which include:

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 of people and for freight.
5. Protect and enhance the environment, promote energy conservation, and improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.

The process used to develop and implement this UPWP is designed to ensure that a continuing comprehensive transportation planning program is carried out cooperatively by the MPO, TxDOT, the City of Laredo, Webb County, the local transit provider, and the citizens of Laredo and Rio Bravo, as represented by the Policy Committee. This effort is carried out through the activities of the Technical Committee and their support of the Public Participation Plan (PPP) and all Title VI and Environmental Justice (Title VI/EJ) requirements. The MPO intends to use this same strategy to implement a performance based planning program that supports the seven adopted national goals and subsequent planning targets.

As mentioned previously, the USDOT must establish specific performance measures related to the seven national goals by April 1, 2014. State DOTs then have one year (April 1, 2015) to establish statewide performance targets to support the national measures. MPOs then have 180 days (October 1, 2015) to establish local performance targets in cooperation with local and regional transit providers and other stakeholders to support the statewide measures. After these targets are adopted, the local long-range plan, the Metropolitan Transportation Plan, and the short range plan, the Transportation Improvement Program, will have to be amended to include the newly adopted performance measures and targets to be used in assessing the performance of the transportation network. Accountability and reporting will be foundational to the performance measure strategy.

Public involvement policy and process will be critical to the preparation and implementation of performance measures in the planning process as required by MAP-21. 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>, as well as, the local periodical to receive comments and notify the public of opportunities to comment.

## **B. DEFINITION OF AREA**

The Laredo Metropolitan Area 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, has surpassed 200,000 in population, and designated a Transportation Management Area 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 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, the Laredo TxDOT District Administrator, TxDOT’s District Transportation Planning and Development Director, the Webb County Judge, , and two Webb County Commissioners. The State Senator for District 21, the State Representative for District 31 and the State Representative for District 42 serve as non-voting, ex-officio members. The Policy Committee is the body of the MPO 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). Technical Committee responsibilities include professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee includes:

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

City of Laredo staff providing service and support to the MPO include: the Planning Director, a transportation 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 TMA Certification Project, the Congestion Management Plan, the 2015-2040 Metropolitan Plan Update, the Railroad Quiet Zone Study Update, the Transit Plan Update, the Bicycle



and Pedestrian Plan, and the Mines Road Study. Outside consulting services are also being considered for the completion of the MPO's website redesign, and the Limited English Proficiency Plan.

#### **E. PLANNING ISSUES AND EMPHASIS**

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

- \* Growth and Development Projections
- \* Long range planning
- \* Public Transportation Needs
- \* Congestion Management
- \* Impacts of railroads on the community
- \*Transportation Management Area Certification

### **II. TASK 1.0 - ADMINISTRATION AND MANAGEMENT**

#### **A. OBJECTIVE**

To ensure that the Laredo Metropolitan Area transportation planning process is fully a 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 to include 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 were held on an ongoing basis to make appropriate revisions to documents and approved program. 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.
- 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 - FY 14**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
1.1	LUTS	105,000	0	0	105,000
1.2	LUTS	10,000	0	0	10,000
<b>TOTAL</b>		<b>115,000</b>	<b>0</b>	<b>0</b>	<b>115,000</b>

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

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

**III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE**

**A. OBJECTIVE**

Maintain 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 done in-house using resources available in the community. The MPO website will be redesigned to increase functionality, ease of use, visualization capacity, public outreach, and transparency.

**C. PREVIOUS WORK**

For the previous fiscal year, staff reviewed and updated the functional classification of the entire network. Staff also smoothed the boundaries as necessary. All data was input and submitted. After review by TxDOT, the MPO attended a series of webex meeting with TxDOT and FHWA to further review the network's functional classification and clarify or revise selected segment classifications if required. MPO staff received and reviewed the files and reports for the Congestion Management Project. Projects in Progress: finalization of the preliminary files of the Traffic Demand Model, and the MTP. Projects map are developed, retrieved and or printed as new projects are approved by the MPO Committee, or requested.



**D. SUBTASKS**

- 2.1 Growth and development monitoring projections. The GIS Analyst 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.
- 2.2 Website – Professional services will be procured to redesign the MPO website in order to increase the site’s functionality, ease of use, visualization capacity, public outreach ability and transparency. (Staff is considering whether to perform the task in house or procure professional)
- 2.3 Travel Demand Model Update - Objective: The GIS Analyst will review all socioeconomic data, necessary for the updating of the 2003 Travel Demand Model, produced by selected consultant. Expected Outcome: Update of the current travel demand model from a 2003 to a 2008 base year and from a 2035 forecast year to a 2040 forecast year (To be conducted by consultant. This is a carryover project.)

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 2 – FY 14**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
2.1	LUTS	20,000	0	0	20,000
2.2	LUTS	30,000	0	0	30,000
2.3	LUTS	5,000	0	0	5,000
<b>TOTAL</b>		<b>55,000</b>	<b>0</b>	<b>0</b>	<b>55,000</b>

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

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

**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, By-Laws, and the Public Participation Plan. A Limited English Proficiency Plan will be developed and adopted in accordance with federal and state guidelines. 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. The MPO will also participate in both a mock and formal certification review to be conducted by the Federal Highway Administration (FHWA).

## **C. PREVIOUS WORK**

Staff assisted in the development of the 2015- 2018 TIP, the 2014 UPWP, as well as the continuous revisions of the 2013-2016 Transportation Improvement Program (TIP). Staff worked closely with the selected consultant on the TMA Certification Project which is intended to prepare the MPO, its planning partners and organizational documents for both the mock and formal certification review process. A draft of the Certification Notebook has been prepared and submitted for preliminary review by FHWA. Staff continued to research the development of a Limited English Proficiency Plan while deliberating whether to develop the project in-house or to procure outside consultant assistance.

## **D. SUBTASKS**

- 3.1 TIP/UPWP/By-Laws/PPP/LEP/TMA Certification – 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 TMA Certification project.
- 3.2 Limited English Proficiency Plan – In accordance with Title VI non-discrimination laws the MPO seeks to develop and adopt a Limited English Proficiency Plan, in compliance with all Federal and State laws, which will define the manner in which the Laredo MPO will accommodate persons with limited ability to read, write, speak or understand English. (Under consideration for development by Staff or consultant- This is a carry-over project.)
- 3.3 Transportation Management Area (TMA) Certification Project – Objective: All current MPO Policies, Plans, Programs, Procedures, and Agreements will be reviewed and amended if necessary, in order to comply with all requirements pertaining to a TMA under Moving Ahead for Progress in the 21<sup>st</sup> Century (Map21). The Certification Notebook addressing the TIP, MTP, UPWP, and other planning issues will be produced in preparation of the Desk Audit. The project will provide recommendations for short and long term improvements necessary to achieve TMA certification. Expected Outcome- All MPO Policies, Plans, Programs, Procedures, and Agreements in full compliance with Map 21's requirements for TMAs, including the production of the Certification Notebook in preparation of precertification and certification. (Mock certification is currently scheduled for December of 2014 ) ( To be conducted by consultant. This is a carry-over project)



**E. FUNDING & PARTICIPATION SUMMARY**

**Task 3 - FY 14**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
3.1	LUTS	20,000	0	0	20,000
3.2	LUTS	30,000	0	0	30,000
3.3	LUTS	5,000	0	0	5,000
<b>TOTAL</b>		<b>55,000</b>	<b>0</b>	<b>0</b>	<b>55,000</b>

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

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

**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. Staff will also assist in the development of the 2015-2040 MTP.

**C. PREVIOUS WORK**

Staff assisted in the continuous revision of the 2010-2035 Laredo Metropolitan Transportation Plan. Staff worked closely with the selected consultant on the development of the 2015-2040 MTP. Existing conditions data collection has been conducted and 4 draft chapters of the MTP document have been developed and distributed to the Technical Committee for review. The first public meeting was held wherein crash location data and maps of forecast population distribution were presented. A survey was conducted on the attendees regarding their perception of local congested locations and a summary report of the results was developed and also distributed to the Technical Committee. Environmental Justice areas were identified based on the 2010 US census, and documents identifying both environmentally sensitive and cultural resources were developed.

**D. SUBTASKS**

4.1 2010-2035 Laredo Metropolitan Transportation Plan (MTP) - assist in the ongoing revision of Metropolitan Transportation Plan.



- 4.2 2015-2040 Laredo Metropolitan Transportation Plan (MTP) - Update existing MTP to conform to state and federal requirements. This includes an evaluation of the existing transportation system, public transportation, environmental conditions and transportation needs and developing a financially constrained implementation plan. The project will include a land use and socioeconomic conditions and forecast element. (To be conducted by consultant. This is a carry-over project)

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 4 - FY 14**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
4.1	LUTS	5,000	0	0	5,000
4.2	LUTS	75,000	0	0	75,000
<b>TOTAL</b>		<b>80,000</b>	<b>0</b>	<b>0</b>	<b>80,000</b>

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

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

**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 and the Congestion Management Study, the TMA Certification Project, the 2015-2040 MTP, and the Rail Road Quiet Zone Update studies were initiated. In 2014 staff continued to work closely with the selected consultants on the Congestion Management Study, the TMA Certification Project, the 2015-2040 MTP, and the Rail Road Quiet Zone Update studies. Contract amendments were developed and executed for both the Congestion and Railroad Quiet Zone studies.



#### D. SUBTASKS

- 5.1 Congestion Management Plan -Objective: To identify and evaluate the likely performance and expected benefits of a variety of congestion management strategies. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process in Transportation Management Areas (TMAs). Expected Outcome: The plan will provide congestion management recommendations, intended to facilitate the safe and effective management and operation of new and existing transportation facilities, in accordance with all Federal guidelines. (To be conducted by consultant. This is a carryover project.)
- 5.2 Railroad Quiet Zone Study Update - Objective: Develop a strategy to implement a train whistle ban in Laredo following adopted federal guidelines. The study will evaluate railroad lines by segments and provide detailed recommendations for implementation. Data will be collected at each railroad crossing and analysis and recommendations will be developed for each crossing. The study will also provide recommendations regarding capital improvements necessary, cost estimates, alternative recommendations, and order of implementation for infrastructure improvements. Expected Outcome: To update the study that was performed for the MPO in 2006. (To be conducted by consultant. This is a carry-over project.)
- 5.3 Transit Plan Update-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. (To be conducted by consultant)
- 5.4 Bicycle and Pedestrian Plan - Objective: To 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 . Expected Outcome: To adopt a plan that will 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.
- 5.5 Mines Road Study- Objective: To evaluate Mines Road, from its intersection with IH 35 north to its intersection with 255, for mobility improvements with a concentration on increasing roadway capacity and level of service. Analysis should include at a minimum: an origin and destination study, evaluation of commercial, transit, and passenger vehicle traffic patterns, access management, alternative access routes, both existing and proposed and signal timing improvements. Expected Outcome: A comprehensive traffic study also including short and long term, prioritized improvement recommendations, cost estimates and possible revenue sources.

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 5 - FY 14**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Sect. 5307	Local	Total
5.1	LUTS	45,000	0	0	45,000
5.2	LUTS	30,000	0	0	30,000
5.3	LUTS	100,000	0	0	100,000
5.4	LUTS	75,000	0	0	75,000
5.5	LUTS	200,000	0	0	200,000
<b>TOTAL</b>		<b>450,000</b>	<b>0</b>	<b>0</b>	<b>450,000</b>

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

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.



**TABLE 1 –BUDGET SUMMARY-- FY 14**

UPWP Task	FTA Task	Description	TPF1 Funds	FTA Sect. 5307	Local	Total Funds
1.0	44.21.00	Administration-Management	115,000	0	0	115,000
2.0	44.22.00	Data Development and Maintenance	55,000	0	0	55,000
3.0	44.24.00	Short Range Planning	55,000	0	0	55,000
4.0	44.23.00	Metropolitan Transportation Plan	80,000	0	0	80,000
5.0	44.27.00	Special Studies	450,000	0	0	450,000
<b>TOTAL</b>			<b>755,000</b>	<b>0</b>		<b>755,000</b>

Identified

<sup>1</sup> TRANSPORTATION PLANNING FUNDS

FHWA (PL-112) <sup>2</sup>	\$ 348,834.00
FTA Section 5303 <sup>2</sup>	\$ 109,787.00
Estimated Unexpended Carryover	<u>\$ 296,379.00</u>
TOTAL TPF	\$ 755,000.00

<sup>2</sup> Estimate based on prior years authorizations

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

## LAREDO URBAN TRANSPORTATION STUDY

<b>DATE:</b> 7-21-14	<b>SUBJECT:</b> Discussion with possible action on the proposed amendment of the MPO By-Laws to re-designate a City of Laredo Policy Committee member as the Transit Representative.										
<b>INITIATED BY:</b> Staff	<b>STAFF SOURCE:</b> Nathan Bratton, Director of Planning										
<b>PREVIOUS ACTION:</b> On June 9 <sup>th</sup> , 1994, the MPO Policy Committee adopted the LUTS Bylaws which were subsequently amended on July 23, 1997, July 21, 2007, June 14, 2012 and on August 13, 2013.											
<p><b>Background:</b></p> <p>The <b>Moving Ahead for Progress in the 21st Century Act (MAP-21)</b> was signed into law on July 6<sup>th</sup>, 2012 and is the bill that governs and authorizes funding for national federal surface transportation spending. The \$105 billion, two-year bill roughly maintains total funding from the previous authorization, and includes a number of reforms.</p> <p>Sections 1201 and 20005 of MAP -21 (see attached Exhibit A) require that no later than October 1, 2014 there be representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA). [23 U.S.C. 134 (d)(2)(B) and 49 U.S.C. (d) (2)(B)]</p> <p>MPO Bylaws Section 2.1(a), currently states that the Policy Committee shall include the following members (see attached Exhibit B):</p> <table style="margin-left: 40px; border: none;"> <tr> <td style="padding-right: 20px;">City of Laredo:</td> <td>Mayor (Chairperson) Three City Council members</td> </tr> <tr> <td>County of Webb:</td> <td>County Judge (Vice-Chairperson) Two County Commissioners</td> </tr> <tr> <td>State of Texas:</td> <td>Laredo District Administrator Director of Transportation Planning and Development</td> </tr> <tr> <td colspan="2" style="padding-top: 10px;">*** EX-OFFICIO ***</td> </tr> <tr> <td>State of Texas:</td> <td>State Senator(s) State Representative(s)</td> </tr> </table> <p>Effective June 2, 2014, the Federal Highway Administration (FHWA) and FTA (Federal Transit Administration) have issued joint guidance on the new requirement. (see attached Exhibit C)</p>		City of Laredo:	Mayor (Chairperson) Three City Council members	County of Webb:	County Judge (Vice-Chairperson) Two County Commissioners	State of Texas:	Laredo District Administrator Director of Transportation Planning and Development	*** EX-OFFICIO ***		State of Texas:	State Senator(s) State Representative(s)
City of Laredo:	Mayor (Chairperson) Three City Council members										
County of Webb:	County Judge (Vice-Chairperson) Two County Commissioners										
State of Texas:	Laredo District Administrator Director of Transportation Planning and Development										
*** EX-OFFICIO ***											
State of Texas:	State Senator(s) State Representative(s)										



“(21) TRANSIT.—The term ‘transit’ means public transportation.

“(22) URBAN AREA.—The term ‘urban area’ means an area that includes a municipality or other built-up place that the Secretary, after considering local patterns and trends of urban growth, decides is appropriate for a local public transportation system to serve individuals in the locality.

“(23) URBANIZED AREA.—The term ‘urbanized area’ means an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an ‘urbanized area’ by the Secretary of Commerce.”.

**SEC. 20005. METROPOLITAN TRANSPORTATION PLANNING.**

(a) AMENDMENT.—Section 5303 of title 49, United States Code, is amended to read as follows:

**“§ 5303. Metropolitan transportation planning**

“(a) POLICY.—It is in the national interest—

“(1) to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and statewide transportation planning processes identified in this chapter; and

“(2) to encourage the continued improvement and evolution of the metropolitan and statewide transportation planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators as guided by the planning factors identified in subsection (h) and section 5304(d).

“(b) DEFINITIONS.—In this section and section 5304, the following definitions apply:

“(1) METROPOLITAN PLANNING AREA.—The term ‘metropolitan planning area’ means the geographic area determined by agreement between the metropolitan planning organization for the area and the Governor under subsection (e).

“(2) METROPOLITAN PLANNING ORGANIZATION.—The term ‘metropolitan planning organization’ means the policy board of an organization established as a result of the designation process under subsection (d).

“(3) NONMETROPOLITAN AREA.—The term ‘nonmetropolitan area’ means a geographic area outside designated metropolitan planning areas.

“(4) NONMETROPOLITAN LOCAL OFFICIAL.—The term ‘nonmetropolitan local official’ means elected and appointed officials of general purpose local government in a nonmetropolitan area with responsibility for transportation.

“(5) REGIONAL TRANSPORTATION PLANNING ORGANIZATION.—The term ‘regional transportation planning organization’ means a policy board of an organization established as the result of a designation under section 5304(l).

“(6) TIP.—The term ‘TIP’ means a transportation improvement program developed by a metropolitan planning organization under subsection (j).

“(7) URBANIZED AREA.—The term ‘urbanized area’ means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census.

“(c) GENERAL REQUIREMENTS.—

“(1) DEVELOPMENT OF LONG-RANGE PLANS AND TIPS.—To accomplish the objectives in subsection (a), metropolitan planning organizations designated under subsection (d), in cooperation with the State and public transportation operators, shall develop long-range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State.

“(2) CONTENTS.—The plans and TIPs for each metropolitan area shall provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States.

“(3) PROCESS OF DEVELOPMENT.—The process for developing the plans and TIPs shall provide for consideration of all modes of transportation and shall be continuing, cooperative, and comprehensive to the degree appropriate, based on the complexity of the transportation problems to be addressed.

“(d) DESIGNATION OF METROPOLITAN PLANNING ORGANIZATIONS.—

“(1) IN GENERAL.—To carry out the transportation planning process required by this section, a metropolitan planning organization shall be designated for each urbanized area with a population of more than 50,000 individuals—

“(A) by agreement between the Governor and units of general purpose local government that together represent at least 75 percent of the affected population (including the largest incorporated city (based on population) as determined by the Bureau of the Census); or

“(B) in accordance with procedures established by applicable State or local law.

“(2) STRUCTURE.—Not later than 2 years after the date of enactment of the Federal Public Transportation Act of 2012, each metropolitan planning organization that serves an area designated as a transportation management area shall consist of—

“(A) local elected officials;

“(B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and

“(C) appropriate State officials.

“(3) LIMITATION ON STATUTORY CONSTRUCTION.—Nothing in this subsection shall be construed to interfere with the authority, under any State law in effect on December 18, 1991, of a public agency with multimodal transportation responsibilities—

“(A) to develop the plans and TIPs for adoption by a metropolitan planning organization; and



**BYLAWS AND OPERATING PROCEDURES  
LAREDO URBAN TRANSPORTATION STUDY**

**ARTICLE I  
DEFINITIONS, PURPOSE AND AUTHORITY**

**Section 1.1 Definitions**

- **Laredo Urban Transportation Study (LUTS)** - The Transportation Planning Committee designated by the Governor of the State of Texas as the Metropolitan Planning Organization (MPO) for the Laredo Urbanized Area.
- **Metropolitan Planning Area-** The geographic area for which the MPO is responsible and in which the metropolitan transportation planning process must be carried out pursuant to Title 23 USC Section 134 and Title 49 USC Section 5303.
- **Metropolitan Planning Organization (MPO)** - The forum for cooperative transportation decision-making, as designated by the Governor, and units of general-purpose local government representing 75 percent of the affected metropolitan population. The MPO is responsible for identifying local transportation needs, in cooperation with the Texas Department of Transportation (TxDOT), following a "Continuing, Comprehensive, and Cooperative" transportation planning process pursuant to 23 USC 134. The MPO is also responsible for proposing and recommending projects for all modes of urban transportation to those governmental units that are responsible for program development and project implementation.
- **Metropolitan Planning Organization Policy Committee (Policy Committee)** - The policy body, established pursuant to 23 USC 134, with the responsibility for establishing overall transportation for, and taking the required approval actions as the Metropolitan Planning Organization. The Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the board. The Policy Committee shall have decision-making authority over issues such as the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP).
- **Metropolitan Planning Organization Technical Review Committee (Technical Committee)** - The body of the MPO responsible for professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee shall review issues for accuracy and advise the Policy Committee on recommended actions. The Technical Committee is composed of representatives of the City of Laredo, the County of Webb, the Texas Department of Transportation and private sector representatives.
- **Fiscal Agent for the Metropolitan Planning Organization (Fiscal Agent)** – The governmental entity or agency designated by written agreement between the MPO Policy Committee and the governmental entity or agency providing fiscal administrative services and other services (which may include personnel and staff support) to the MPO Policy Committee and the Staff of the MPO.



**BYLAWS AND OPERATING PROCEDURES  
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- **Laredo Metropolitan Transportation Plan (MTP)** - The MTP is an official, comprehensive, intermodal transportation plan developed and adopted for the Laredo Metropolitan Area through the transportation planning process. The MTP identifies the existing and future transportation needs and develops coordinated strategies to provide the necessary transportation facilities essential for the continued mobility and economic vitality of Laredo. These coordinated transportation strategies include roadway development and operations, truck and rail freight movement, transit operations, bikeways and pedestrian facilities. The development of the MTP is required under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to assure the continuation of federal transportation funds. The plan shall address a continuous twenty-year planning horizon.
- **Transportation Improvement Program (TIP)** - A staged, multiyear, intermodal program, of transportation projects which is consistent with the metropolitan transportation plan and which is also financially constrained.
- **Unified Planning Work Program (UPWP)** - Shall mean the program of work that includes goals, objectives and/or tasks required by each of the several agencies involved in the metropolitan transportation planning process. The UPWP shall describe metropolitan transportation and transportation-related planning activities anticipated in the area during the next one-year period and reflect transportation planning work to be funded by federal, state or local transportation or transportation-related planning funds.

**Section 1.2 Purpose**

The Laredo Urban Transportation Study (LUTS) is the designated Metropolitan Planning Organization (MPO) responsible for identifying local transportation needs in cooperation with the Texas Department of Transportation (TxDOT). The LUTS is also the entity responsible for proposing and recommending projects for all modes of urban transportation to those governmental units that are responsible for program development and project implementation.

**Section 1.3 Authority**

The MPO shall have the following authority pursuant to 23 CFR Part 450:

- (a) To develop and establish policies, procedures, plans and programs for the metropolitan area.
- (b) To certify such actions as may be necessary to comply with state and federal regulations.
- (c) To establish such rules of procedure and approve such actions as it deems necessary to fulfill its purposes.



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- (d) To ensure those requirements of 23 USC 134 and 135 and 49 USC, Chapter 53, 5301, et seq. are carried out.
- (e) To use federal transportation planning funds, as well as in-kind matching funds as authorized by the Texas Transportation Commission, to develop and maintain a comprehensive regional transportation planning program in conformity with requirements of 23 USC 135 and 49 USC 5303.
- (f) To adopt a Metropolitan Transportation Plan (MTP) for the metropolitan planning area that will complement the Statewide Transportation Plan required by state and federal laws, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.
- (g) To establish one or more advisory committees to assist in the transportation planning process and/or assist in promoting the implementation of approved plans. The Policy Committee may create ad-hoc committees or other technical subcommittees.

**ARTICLE II  
MEMBERSHIP, TERMS AND ADMINISTRATION**

**Section 2.1 Membership and Qualifications**

- (a) The Laredo Urban Transportation Study shall be comprised of a Policy Committee and a Technical Committee. The Policy Committee shall include the following members:

City of Laredo:	Mayor (Chairperson) Three City Councilmembers as appointed by the Mayor in his/her sole discretion.
County of Webb:	County Judge (Vice-Chairperson) Two County Commissioners as appointed by the Webb County Judge in his/her sole discretion.
State of Texas:	The person designated as the Director of the Laredo District by the Executive Director of the Texas Department of Transportation i.e. the District Engineer or the District Administrator TxDOT Laredo District Director of Transportation Planning and Development

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

State of Texas:	State Senator(s) State Representative(s)
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- (b) Members shall serve until a replacement is qualified pursuant to section 2.1 Subsection (e).
- (c) The Mayor of the City of Laredo shall appoint the three City Councilmembers that represent the City of Laredo.
- (d) The County Judge of the County of Webb shall appoint the two County Commissioners that represent the County of Webb.
- (e) Appointments to the Policy Committee shall be for a period of two years. A member may be reappointed with no limitation to number of terms, except that such term will not continue in the event an officer becomes ineligible for membership on the Policy Committee.

**Section 2.2 Meetings, Quorum and Voting**

- (a) The Policy Committee shall meet at least twice per year or as often as necessary to fulfill its purposes.
- (b) Fifty percent of the voting membership plus one member shall constitute a quorum.
- (c) The use of proxies by the voting members of the Policy Committee is prohibited.
- d) The official actions of the Policy Committee shall be by affirmative action of the majority of the voting membership present and voting at public meetings. All meetings are to be held as open meetings as defined in Chapter 551, Texas Government Code (Texas Open Meetings Act), and the Transportation Planning Director of the MPO shall insure that the written notice of the meeting is posted at City of Laredo City Hall and Webb County Commissioners Court Building at least 72 hours prior to the meeting. Additionally, the notice may be posted at TxDOT Laredo District Office, and on the City of Laredo and Webb County website. The Transportation Planning Director shall insure that at least two copies of the agenda and such supporting documentation as is available to the Policy Committee are made available for public inspection in the MPO offices at the same time they are made available to the Policy Committee members.
- (e) All official actions of the Policy Committee shall be duly recorded in the minutes of the meeting.
- (f) The Mayor of the City of Laredo shall serve as Chairperson of the Policy Committee. The responsibilities of the Chairperson shall include, but are not limited to the following:
  - 1. Preside at all meeting of the Policy Committee.
  - 2. Authenticate, by signature, all resolutions adopted by the Policy Committee.



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3. Serve as chief policy advocate for the Policy Committee.
  4. Represent the committee at hearings, conferences, and other events as required or designate another member of the Committee or the Chairperson of the Technical Committee to represent the Chairperson.
- (g) The County Judge of the County of Webb shall serve as Vice Chairperson of the Policy Committee. During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.
- (h) In the absence of the Chairperson and Vice Chairperson from a Policy Committee meeting at which a quorum is present, the remaining members present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.

**Section 2.3 Administration**

- (a) The City of Laredo Planning Director shall act as the Transportation Planning Director for the MPO. The responsibilities of the Director shall include, but are not limited to the following:
1. All staff support for the Policy Committee, oversight and coordination of MPO administration and transportation planning activities, grant administration, maintaining records and providing notice of meetings as required by the Public Involvement Process.
  2. Shall act as Chairperson of the Technical Committee with responsibility for drafting findings and recommendations of the Technical Committee for review by the Policy Committee.
  3. Shall be responsible for all plans and reports prepared by and for the review and consideration of the Policy Committee and for submitting the recommended policies, procedures and programs of the Technical Committee to the Policy Committee.
  4. Supervise the MPO staff.
  5. Serve as a liaison to the Texas Department of Transportation's planning program through the department's district office and the department's Transportation Planning and Programming Division's representative.
  6. In cooperation with the Texas Department of Transportation, collect, maintain, forecast, and report to the department appropriate socioeconomic, roadway, and travel data.
  7. Prepare and submit all required plans, reports, programs, data, and

**BYLAWS AND OPERATING PROCEDURES  
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certifications.

8. Develop and present to the MPO Policy Committee a Metropolitan Transportation Plan for the metropolitan planning area, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.
- (b) The Texas Department of Transportation (TxDOT) will appoint the District Advanced Transportation Planning and Development Director who shall act as Vice-Chairperson of the Technical Committee and will coordinate the administration and transportation planning activities of the MPO with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and TxDOT.
- (c) The Technical Committee shall include the following:
1. City Representatives:  
Laredo City Planner  
The General Manager of the City Transit System  
Laredo Director of Traffic Safety  
Laredo Airport Manager  
Laredo City Engineer  
Laredo Bridge Director
  2. 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
  3. State Representatives:  
TxDOT Planning Representative (Vice-Chairperson)  
TxDOT Special Projects Coordinator  
TxDOT Area Engineer  
TxDOT South Region Field Representative
  4. Federal representatives:  
FHWA Planning Representative (Austin)
  5. Private Sector Representatives:  
A representative of the Kansas City Southern Railroad Company  
A representative of the Union Pacific Railroad Company  
A representative of the Laredo Transportation Association  
A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee



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6. 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

- (d) Each voting member of the Technical Committee may have a designated alternate member to serve on the committee in the member's absence. Appointed alternate members will have the voting rights and privileges of members when serving in the absence of the Technical Committee member.

The responsibilities of the Technical Committee shall include technical review of work programs, policy recommendations and the transportation planning activities.

**Section 2.4 Ethic Policy for MPO Policy Members and Employees**

- (a) A policy board member or employee of a metropolitan planning organization may not:

- (1) accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member's or employee's official conduct; or,
- (2) accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position; or,
- (3) accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of the member's or employee's official duties; or,
- (4) make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or,
- (5) intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or employee's official powers or performed the member's or employee's official duties in favor of another.

**BYLAWS AND OPERATING PROCEDURES  
LAREDO URBAN TRANSPORTATION STUDY**

**ARTICLE III  
AMENDMENTS**

**Section 3.1 Bylaw Revisions**

The Bylaws may be revised or amended by approval of the Policy Committee at a meeting at which a quorum, as defined herein, is present.

PASSED AND APPROVED, on this the 15th day of July, 2013

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Honorable Raul G. Salinas  
Mayor of Laredo and Chairperson of the  
LUTS Transportation Planning Committee

We certify that the LUTS By-laws were revised on July 15<sup>th</sup>, 2013, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

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Nathan Bratton  
MPO Director

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Melisa Montemayor  
TxDOT District Administrator



[Federal Register Volume 79, Number 105 (Monday, June 2, 2014)]

[Rules and Regulations]

[Pages 31214-31219]

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DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

49 CFR Part 613

Federal Highway Administration

23 CFR Part 450

[Docket No. FTA-2013-0029]

Policy Guidance on Metropolitan Planning Organization (MPO)  
Representation

AGENCIES: Federal Transit Administration (FTA) and Federal Highway  
Administration (FHWA), DOT.

ACTION: Policy guidance.

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SUMMARY: The FTA and FHWA are jointly issuing this guidance on implementation of provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21), that require representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA) no later than October 1, 2014. The purpose of this guidance is to assist MPOs and providers of public transportation in complying with this new requirement.

DATES: Effective June 2, 2014.

FOR FURTHER INFORMATION CONTACT: Dwayne Weeks, FTA Office of Planning and Environment, telephone (202) 366-4033 or [Dwayne.Weeks@dot.gov](mailto:Dwayne.Weeks@dot.gov); or Harlan Miller, FHWA Office of Planning, telephone (202) 366-0847 or [Harlan.Miller@dot.gov](mailto:Harlan.Miller@dot.gov).

SUPPLEMENTARY INFORMATION:

Introduction

The FTA and FHWA are jointly issuing this policy guidance on the implementation of 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B), as amended by sections 1201 and 20005 of MAP-21, Public Law 112-141, which require representation by providers of public transportation in each MPO that serves an area designated as a TMA by October 1, 2014.\1\

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A TMA is defined as an urbanized area with a population of over 200,000 individuals as determined by the 2010 census, or an area with a population of fewer than 200,000 individuals that is designated as a TMA by the request of the Governor and the MPO designated for the area.\2\ As of the date of this guidance, of the approximately 420 MPOs throughout the Nation, approximately 210 MPOs serve an area designated as a TMA. The FTA and FHWA will issue a joint notice of proposed rulemaking to amend 23 CFR part 450 and 49 CFR part 613 to make these planning regulations consistent with these and other current statutory requirements. Once FTA and FHWA issue a final rule amending the planning regulations, MPOs must comply with the requirements in those regulations.

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\1\ ``Not later than 2 years after the date of enactment of the Federal Public Transportation Act of 2012, each metropolitan planning organization that serves an area designated as a transportation management area shall consist of . . . officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation.' 49 U.S.C. 5303(d)(2)(B). See also 23 U.S.C. 134(d)(2)(B).

\2\ 23 U.S.C. 134(k)(1); 49 U.S.C. 5303(k)(1).

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To increase the accountability and transparency of the Federal-aid highway and Federal transit programs and to improve project decisionmaking through performance-based planning and programming, MAP-21 establishes a performance management framework. The MAP-21 requires FHWA to establish, through a separate rulemaking, performance measures and standards to be used by States to assess the condition of the pavements and bridges, serious injuries and fatalities, performance of the Interstate System and National Highway System, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System.\3\ The MAP-21 also requires FTA to establish, through separate rulemakings, state of good repair and safety performance measures, and requires each provider of public transportation to establish performance targets in relation to these performance measures.\4\

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\3\ 23 U.S.C. 150(c).

\4\ 49 U.S.C. 5326(b), (c), 5329(b), (d).

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To establish performance targets that address these performance measures, States and MPOs must coordinate their targets with each other to ensure consistency, to the maximum extent practicable.\5\ For transit-related performance targets, States and MPOs must coordinate their targets relating to safety and state of good repair with providers of public transportation to ensure consistency with other performance-based provisions applicable to providers of public transportation, to the maximum extent practicable.\6\ An MPO must describe in its metropolitan transportation plans the performance measures and targets used to assess the performance of its transportation system.\7\ Statewide and metropolitan transportation

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improvement programs (STIPs and TIPs) must include, to the maximum extent practicable, a description of the anticipated effect of the program toward achieving the performance targets established in the statewide or metropolitan transportation plan, linking investment priorities and the highway and transit performance targets.\8\ These changes to the planning process will be addressed in FHWA and FTA's anticipated joint rulemaking amending 23 CFR part 450 and 49 CFR part 613.\9\  
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\5\ 23 U.S.C. 134(h)(2); 49 U.S.C. 5303(h)(2).  
\6\ 23 U.S.C. 134(h)(2); 49 U.S.C. 5303(h)(2).  
\7\ 23 U.S.C. 134(i)(2)(B); 49 U.S.C. 5303(i)(2)(B).  
\8\ 23 U.S.C. 134(j)(2)(D); 49 U.S.C. 5303(i)(2)(D) (TIPs) and  
23 U.S.C. 135(g)(4); 49 U.S.C. 5304(g)(4) (STIPs).  
\9\ FHWA RIN 2125-AF52; FTA RIN 2132-AB10.  
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As part of its performance management framework, MAP-21 assigns MPOs the new transit-related responsibilities described above, i.e., to establish performance targets with respect to transit state of good repair and transit safety and to address these targets in their transportation plans and TIPs. Representation by providers of public transportation in each MPO that serves a TMA will better enable each MPO to define performance targets and to develop plans and TIPs that support an intermodal transportation system for the metropolitan area. Including representation by providers of public transportation in each MPO that serves an area designated as a TMA is an essential element of MAP-21's performance management framework and will support the successful implementation of a performance-based approach to transportation decisionmaking.

The FTA conducted an On-Line Dialogue on the MAP-21 requirement to include representation by providers of public transportation in each MPO that serves an area designated as a TMA from March 5 through March 29, 2013. Through this forum, FTA received input from MPOs, local elected officials, transit agencies, and the general public, with over 3,000 visits to the Web site. Over 100 ideas were submitted from 340 registered users who also provided hundreds of comments and votes on these ideas. Participants discussed the complex nature of MPOs and the advantages of providing flexibility for MPOs and providers of public transportation to decide locally how to include representation by providers of public transportation in the MPO.

To assist MPOs and providers of public transportation in understanding and satisfying the new requirement by the statutory deadline, FTA and FHWA issued proposed policy guidance for review and comment on September 30, 2013, with a 30-day comment period, under Docket Number FTA-2013-0029.\10\ The FTA and FHWA received 53 individual responses that contained approximately 160 comments. This guidance incorporates FTA and FHWA's responses to those comments.  
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\10\ 78 FR 60015 (Sept. 30, 2013).  
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Summary Discussion of Comments Received in Response to the Proposed Guidance

The proposed guidance sought comments on several specific issues:

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(1) The specifically designated representative; (2) the eligibility of representatives of providers of public transportation to serve as specifically designated representatives; (3) the cooperative process to select a specifically designated representative in MPOs with multiple providers of public transportation; (4) the role of the specifically designated representative; and (5) restructuring the MPOs to include representation by providers of public transportation.

The FTA and FHWA received 53 individual responses that contained approximately 160 comments: 25 MPOs, 10 providers of public transportation, 9 individuals, 4 trade associations, 4 others (including municipalities and advocacy organizations), and a State department of transportation. Several comments were outside the scope of this guidance and are therefore not addressed in this guidance. For example, some comments were specific to a situation in a particular metropolitan area. Where appropriate, FTA has reached out to the commenters to address their concerns. Comments pertaining to the guidance and FTA and FHWA's responses are discussed below.

#### The Need for Guidance in General

The FTA and FHWA received 19 comments supporting the need for policy guidance to implement MAP-21's changes to 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B). These commenters agreed that policy guidance would provide needed direction on how MPOs and providers of public transportation may meet the MAP-21 requirements for representation of providers of public transportation on MPOs.

The FTA and FHWA received three comments that stated the change in language to 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) does not warrant policy guidance because of the long history of granting MPOs latitude in deciding the composition of their policy boards. Moreover, these comments stated that the responsibilities added by the new language can be addressed through the existing certification review process and do not warrant additional guidance.

The FTA and FHWA have determined that policy guidance is necessary to provide direction to MPOs and providers of public transportation on how to meet this new statutory provision within the 2-year time frame.

#### A Specifically Designated Public Transportation Representative

Twenty-three commenters expressed concurrence with the proposed guidance that the intent of the MAP-21 provision to include ``representation by providers of public transportation'' is that representatives of providers of public transportation, once designated, should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. Thirteen commenters indicated that they did not support that interpretation of the provision and urged FTA and FHWA to provide flexibility to allow MPOs to include transit representation in ways that would fit the unique circumstances of each metropolitan area. Two of these commenters asserted that MAP-21 did not change a local jurisdiction's authority to assign voting rights to policy board members. One commenter stated there is no basis in law for requiring MPOs to alter their board compositions. Many asserted that including public transit agencies as non-voting members or on MPO technical or policy committees is adequate to satisfy 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B). A few commenters stated that a policy or technical committee would be more appropriate for transit decisionmaking, as MPO policy boards deal with many issues outside of

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transportation.

The clear intent of this legislative provision is to ensure that providers of public transportation are represented on the MPO board and should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. Contrary to the conclusions of some of the commenters, 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2) expressly provide that MPOs serving TMAs must alter their board compositions, if necessary, in order to attain the statutorily required structure. Congress amended 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) to provide that, among other mandatory MPO members, MPOs serving an area designated as a TMA specifically ``shall consist of . . . representation by providers of public transportation.'' Congress also amended 23 U.S.C.

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134(d)(5)(B) and 49 U.S.C. 5303(d)(5)(B) to provide that an MPO ``may be restructured to meet the requirements of paragraph (2) without undertaking a redesignation.'' Additionally, the Conference Report accompanying MAP-21 states, ``The conference committee requires the structure of all Metropolitan Planning Organizations include officials of public agencies that administer or operate public transportation systems within two years of enactment.'' \11\ Congress also made clear that the term metropolitan planning organization refers to ``the policy board'' of the organization, not its advisory or non-decisionmaking elements.\12\  
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\11\ H.R. Conf. Rep. 112-557 (2012).

\12\ 23 U.S.C. 134(b)(2); 49 U.S.C. 5303(b)(2).  
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Multiple MPOs that serve areas designated as TMAs commented that 23 U.S.C. 134(d)(3) and 49 U.S.C. 5303(d)(3) exempt them from having to comply with 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2) because the MPOs are acting pursuant to authority created under State law that was in effect on December 18, 1991. The exemption has existed in statute in some form since 1991. The FTA and FHWA's long-standing interpretation of this provision is that an exemption from the MPO structure requirements is only appropriate for an MPO where (1) the MPO operates pursuant to a State law that was in effect on or before December 18, 1991; (2) such State law has not been amended after December 18, 1991, as regards to the structure or organization of the MPO; and (3) the MPO has not been designated or re-designated after December 18, 1991. An MPO that claims an exemption should self-certify its exempt status with FTA and FHWA as part of the MPO certification process described at 23 CFR 450.334 or through some other documentation.

With respect to who should be eligible to represent providers of public transportation on the MPO, two commenters, including a transit industry trade association, requested that FTA and FHWA establish that the representative ``must'' be an elected official on the policy board of a provider being represented or a direct representative employed by a provider being represented. Another commenter expressed concern that the proposed qualifications of the representative were too specific. A few commenters requested that, in addition to the representative being an officer of a provider of public transportation or an elected official that serves on the board of directors of the provider of public transportation, the representative may also be a non-elected

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member appointed to the board of directors of the provider of public transportation. The FTA and FHWA concur that an appointed member of a public transportation provider's board of directors also can serve as a representative of providers of public transportation on the MPO. In keeping with FTA and FHWA's goal of providing flexibility to MPOs, the representative should be either a board member (elected or appointed) or officer of a provider of public transportation being represented on the MPO. The guidance remains suggestive rather than mandatory in this respect.

Fourteen entities requested that the guidance state definitively that a representative of providers of public transportation cannot fulfill multiple roles on an MPO board, for example, due to that person's position as a local elected official or an appropriate State official. These commenters asserted that an 'MPO board member cannot simultaneously represent multiple organizations' and that an elected official who is appointed to the MPO as a representative of that official's local government does not necessarily represent the interests of transit, even if he or she happens to be on the public transportation provider's board. Eight commenters asserted that the presence on the MPO of local elected officials should fully satisfy the new requirement. Seven commenters sought clarity generally on this provision. The FTA and FHWA agree that this proposed provision needed clarification. The policy guidance states that a public transportation representative on an MPO should not serve as one of the other mandatory MPO members set forth in 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2). For example, a member of an MPO board whose assignment comes by virtue of his or her position as an elected official should not also attempt to serve as a representative of providers of public transportation on the MPO board.

A few commenters highlighted the potential conflict that could arise when a representative of providers of public transportation is the subordinate of another MPO board member and the superior board member's and the public transportation providers' interests do not align. Two commenters noted that when a local government is the provider of public transportation, that local government effectively would be given an additional vote, upsetting a carefully constructed balance on the MPO. Another commenter noted that a conflict could result when a public transportation provider other than the designated recipient \13\ serves as the representative of the providers of public transportation on the MPO board. The FTA and FHWA appreciate that recommending a separate and distinct representative of providers of public transportation could introduce a conflict or upset a carefully constructed balance on the MPO. However, 23 U.S.C. 134(a)(2) and 49 U.S.C. 5303(a)(2) state that 'it is in the national interest . . . to encourage the continued improvement and evolution of the metropolitan and statewide planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators.' The MAP-21's establishment of a performance-based approach to transportation decisionmaking evolves and improves the metropolitan and statewide planning processes, increasing the accountability and transparency of the Federal surface transportation program and improving project decisionmaking. The inclusion of a representative of providers of public transportation in each MPO that serves a TMA is a critical element of MAP-21's performance management framework as it will enable the MPO to establish balanced performance targets and improve its ability to develop plans and programs that support an intermodal transportation system for the metropolitan area. As such, it contributes to the continued improvement and evolution of the

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cooperative and collaborative metropolitan planning process.

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\13\ The term ``designated recipient'' means ``(A) an entity designated, in accordance with the planning process under sections 5303 and 5304, by the Governor of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under section 5336 to urbanized areas of 200,000 or more in population; or (B) a State or regional authority, if the authority is responsible under the laws of a State for a capital project and for financing and directly providing public transportation.'' 49 U.S.C. 5302(4).

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Three commenters suggested that the term FTA and FHWA used to refer to a public transportation representative on an MPO board, ``specifically designated representative,'' implied a role and responsibilities that differed from other members of the MPO board or ``create[d] a subclass of board member.'' This was not the intention of the proposed guidance. The guidance affirms that a representative of providers of public transportation on an MPO that serves a TMA, once designated, should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. The FTA and FHWA

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recognize that the term ``specifically designated representative'' generated considerable confusion. Consequently, the terms ``representative of providers of public transportation'' and ``public transportation representative'' replace it in the guidance.

#### Providers of Public Transportation

Eight commenters stated that to require the representative of providers of public transportation to be a direct recipient of the Urbanized Area Formula funding program is too restrictive, arguing that many large urbanized areas allocate transit funding through sub-recipients that would be precluded from participating in the MPO process. Four additional commenters interpreted this language to mean that a city or county that is not a direct recipient would be precluded from being able to represent transit interests on the MPO board. One commenter asserted that ``all public transportation agencies within the MPO should be eligible to serve in this important role.''

The FTA and FHWA agree that the use of the term ``direct recipient'' was overly restrictive. The policy guidance clarifies that the representative of providers of public transportation on an MPO that serves an area designated as a TMA should be a provider of public transportation in the metropolitan planning area and a designated recipient, a direct recipient, or a sub-recipient of Urbanized Area Formula funding, or another public transportation entity that is eligible to receive Urbanized Area Formula funding. The FTA and FHWA recommend selecting a representative from among those public transportation providers that are eligible to receive Urbanized Area Formula funding because most Federal transit funding planned by MPOs serving TMAs is awarded under this program, and an eligible recipient of Urbanized Area Formula funding will be in the best position to represent transit interests on the MPO.

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## Process for the Selection of Public Transportation Representatives

Three providers of public transportation expressed support for the proposed policy that MPOs that serve an area designated as a TMA should cooperate with providers of public transportation and the State to amend their metropolitan planning agreements to include the cooperative process for selecting representatives of providers of public transportation on the MPO board. Conversely, while agreeing that MPOs should use a cooperative process to select representatives of providers of public transportation, eight MPOs encouraged either the elimination or the softening of this policy recommendation, which would be "an unnecessary burden" that is not needed to meet the goals of MAP-21.

The metropolitan planning agreement is a productive mechanism that facilitates the working relationships among MPOs, States, and providers of public transportation as they fulfill their metropolitan transportation planning requirements. Regulations require that MPOs, States, and public transportation operators cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process and that these responsibilities be clearly identified in written agreements among the MPO, the State, and the public transportation operators serving the metropolitan planning area.\14\ The process to select representatives of the providers of public transportation for the MPO board is one of the mutual responsibilities of the MPO, the State, and the providers of public transportation. Thus, FTA and FHWA encourage, but do not require, MPOs, States, and providers of public transportation to amend their metropolitan planning agreements to document the process for selecting representatives of providers of public transportation. However, given the statutory deadline of October 1, 2014, and the expectation that MPOs, States, and providers of public transportation may need to update their agreements to address the MAP-21 performance management requirements once finalized through rulemaking, the policy guidance clarifies that an MPO board resolution, or other documentation, adopting the process to select representatives of providers of public transportation should be sufficient.

\14\ 23 CFR 450.314.

While the guidance recommends that MPOs formally adopt some kind of process for the selection of public transportation representatives, the guidance does not prescribe a specific selection process. This guidance affords the flexibility for providers of public transportation, States, and MPOs to determine the process to select representatives of providers of public transportation for the MPO policy board. This could include the selection of representatives by the providers of transit services themselves, as suggested by one commenter who said that "it should be up to the transit agencies to select whom they want to represent their interests [and] the vote for this representative should occur solely between the transit operators, and should be completely independent of the MPO board and staff's decision making." By analogy, in many urbanized areas, providers of public transportation engage with each other to select a designated recipient or to allocate Urbanized Area Formula funds that have been apportioned to the urbanized area. The guidance clarifies that MPOs, States, and providers of public transportation have the flexibility to determine the most effective

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process that best serves the interests of the metropolitan planning area.

#### Role of the Public Transportation Representative

Four commenters expressed concern that the requirement to specify the role and responsibilities of the representative of providers of public transportation would place restrictions on the role of the transit representative. This is not the intent. In the guidance, FTA and FHWA recommend that MPOs establish, at a minimum, that a representative must consider the needs of all eligible public transportation providers that provide service in the metropolitan planning area and, in exercising this responsibility, the representative should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. This guidance is intended to recommend a base level for effective representation and is not intended to restrict the role of a transit representative on an MPO.

While one commenter expressed support for the proposal that MPOs serving TMAs should amend their bylaws to describe the collaborative process of selecting representatives of providers of public transportation and the role the selected representative should play ``because it would help ensure that transit-related issues and interests are appropriately and meaningfully represented in MPO decision-making,' 10 commenters expressed strong concern, claiming that the proposal was unnecessary, onerous, and that it had no basis in law. The proposed policy guidance did not propose to require MPOs to establish or amend bylaws, but only recommended such action. The FTA and FHWA have retained in the policy guidance that MPOs should amend their bylaws, if the MPO has them, to provide that a public transportation representative should consider the needs of all eligible public transportation providers that provide service in the metropolitan planning area and that, in exercising this responsibility, the representative should have equal decisionmaking rights and

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authorities as the other members that are on the policy board of an MPO that serves a TMA. The guidance also recommends that an MPO could affirm these two policies in a board resolution or other documentation.

#### Restructuring MPOs To Include Representation by Providers of Public Transportation

Eighteen commenters expressed support for the proposal that an MPO that serves a TMA that has multiple providers of public transportation should cooperate \15\ with the eligible providers to determine how the MPO will include representation by providers of public transportation on its policy board. The example methods that FTA and FHWA described in the proposed guidance included having all providers represented by a single board position, rotating the board position among several providers, or proportional representation of all eligible providers on the board. Many commenters proposed that representation should not be limited to a single transit representative. Thirteen commenters proposed that all providers of public transportation that operate in a TMA should be given representation on the MPO board. One commenter opined that ``each transit agency/provider should have a vote in matters before the MPO rather than having several transit providers

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share a single vote.'" Another commenter suggested that ``the best approach is one that rotates the board position among all eligible providers.'" Still another commenter proposed that ``all efforts be made to include the largest providers of public transportation in a region'" as this policy would ``ensure that the majority of public transportation users were represented in [the] MPO decision making process.'"

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\15\ Cooperation means that ``the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.'" 23 CFR 450.104.

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The FTA and FHWA acknowledge that there are multiple ways to include representation of providers of public transportation on MPO boards and note that many MPOs currently do so. For example, the Regional Transportation Council of the North Central Texas Council of Governments (NCTCOG); the Portland, Oregon, MPO (JPACT); the Miami Valley Regional Planning Commission; the National Capital Region Transportation Planning Board that serves the Washington, DC, metropolitan area; and the Ozarks Transportation Organization in Springfield, Missouri, all cited their inclusion of transit representatives as voting members on their MPO boards.

An MPO serving one of the Nation's newest TMAs, the Portland Area Comprehensive Transportation System (PACTS) MPO in Portland, Maine, accommodates representation by providers of public transportation on the MPO policy board through a cooperative process. As documented in the PACTS bylaws, seven providers of public transportation serve on the Transit Committee of PACTS. The PACTS Transit Committee identifies a representative from the seven providers to serve on the Policy Committee, the Technical Committee, the Planning Committee, and the Executive Committee, and to represent transit for the entire metropolitan planning area. The representatives serve for 2 years and may serve successive terms.

The policy guidance provides MPOs, States, and providers of public transportation with the flexibility to determine the most effective arrangement to best serve the interests of the metropolitan planning area.

#### Policy Guidance

#### Representatives of Providers of Public Transportation

By October 1, 2014, MPOs that serve an area designated as a TMA must include ``(A) local elected officials; (B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and (C) appropriate State officials.'" \16\ The requirement to include ``representation by providers of public transportation'" is a new requirement under MAP-21. The intent of this provision is that representatives of providers of public transportation, once designated, should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. This expectation reflects the long-standing position of FHWA and FTA with respect to statutorily required MPO board members.

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\16\ 23 U.S.C. 134(d)(2); 49 U.S.C. 5303(d)(2).

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A representative of providers of public transportation should be an elected or appointed member of the provider's board of directors or a senior officer of the provider, such as a chief executive officer or a general manager.

A representative of providers of public transportation should not also attempt to represent other entities on the MPO. For example, if a local elected official is also a member of the board of directors of a provider of public transportation and the elected official represents his or her local jurisdiction's interests on the MPO, the local official should not also serve as a representative of public transportation providers generally.

An MPO is exempt from the structure requirements of 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2) if (1) the MPO operates pursuant to a State law that was in effect on or before December 18, 1991; (2) such State law has not been amended after December 18, 1991, as regards the structure or organization of the MPO; and (3) the MPO has not been designated or re-designated after December 18, 1991. An MPO that claims an exemption should self-certify its exempt status with FTA and FHWA as part of the MPO self-certification process described at 23 CFR 450.334 or through some other documentation.

#### Eligible Providers of Public Transportation

To satisfy 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B), a representative of a provider of public transportation that operates in a TMA should be eligible to be a designated recipient, a direct recipient, or a sub-recipient of the Urbanized Area Formula funding program.

#### Process for the Selection of Representatives of Providers of Public Transportation

To select representatives of providers of public transportation, MPOs, States, and providers of public transportation have the flexibility to determine the most effective process that best serves the interests of the metropolitan planning area. The FTA and FHWA encourage MPOs that serve an area designated as a TMA to amend their metropolitan planning agreements in cooperation with providers of public transportation and the State to include the cooperative process they have developed to select representatives of providers of public transportation for inclusion on the MPO board. The Metropolitan Transportation Planning rule at 23 CFR 450.314 provides for metropolitan planning agreements in which MPOs, States, and providers of public transportation cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. Alternatively, an MPO should formally adopt the cooperative selection process through a board resolution or other documentation.

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#### Role of a Representative of Providers of Public Transportation

A representative of providers of public transportation should

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consider the needs of all eligible public transportation providers that provide service in the metropolitan planning area. In exercising this responsibility, the representative should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. An MPO serving a TMA should formally establish through a board resolution the role and responsibilities of a representative of providers of public transportation, including, at a minimum, that the transit representative should (1) consider the needs of all eligible providers of public transportation in the metropolitan planning area and to address those issues that are relevant to the responsibilities of the MPO, and (2) have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA.

To the extent that an MPO has bylaws, the MPO should, in consultation with transit providers in the TMA, develop bylaws that describe the establishment, roles, and responsibilities of transit representatives. These bylaws should explain the process by which the public transportation representative will identify transit-related issues for consideration by the MPO policy board and verify that transit priorities are considered in planning products to be adopted by the MPO. In TMAs with multiple providers of public transportation, the bylaws also should outline how representatives will consider the needs of all eligible providers of public transportation and address issues that are relevant to the responsibilities of the MPO.

#### Restructuring MPOs To Include Representation by Providers of Public Transportation

Title 23 U.S.C. 134(d)(5)(B) and 49 U.S.C. 5303(d)(5)(B) provide that an MPO may be restructured to meet the law's representation requirements without having to secure the agreement of the Governor and units of general purpose government as part of a redesignation.

There are multiple providers of public transportation within most TMAs. An MPO that serves an area designated as a TMA that has multiple providers of public transportation may need to cooperate with the eligible providers to determine how the MPO will meet the requirement to include representation by providers of public transportation. There are various approaches to meeting this requirement. For example, an MPO may allocate a single board position to eligible providers of public transportation collectively, providing that one representative of providers of public transportation must be agreed upon through a cooperative process. The requirement for representation might also be met by rotating the board position among all eligible providers or by providing all eligible providers with proportional representation. However the representation is ultimately designated, the MPO should formally adopt the revised structure through a board resolution, bylaws, a metropolitan planning agreement, or other documentation, as appropriate.

Apart from the requirement for representation on the MPO's policy board, an MPO also may allow for transit representation on policy or technical committees. Eligible providers of public transportation that do not participate on the MPO's policy board may hold positions on advisory or technical committees.

The FHWA and FTA encourage MPOs, States, local stakeholders, and providers of public transportation to take this opportunity to determine the most effective governance and institutional arrangements to best serve the interests of the metropolitan planning area.

#### EXHIBIT C



Issued on: May 21, 2014.

Therese McMillan,  
Deputy Administrator, Federal Transit Administration.  
Gregory G. Nadeau,  
Deputy Administrator, Federal Highway Administration.  
[FR Doc. 2014-12163 Filed 5-30-14; 8:45 am]  
BILLING CODE 4910-22-P

EXHIBIT C

## Vanessa Guerra

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**From:** Sara Garza [Sara.Garza@txdot.gov]  
**Sent:** Friday, June 13, 2014 8:11 AM  
**To:** Nathan R. Bratton; Vanessa Guerra  
**Cc:** Raymond Sanchez  
**Subject:** Discussion on Representative for the South

Good Morning! In the LUTS meeting you addressed if the South Region was still around as stated in the UPWP draft as State Representatives. As stated, we are now part of TPP. Please correct as necessary on the UPWP or through your bylaws as stated by you. There is no more South Region instead it would be TXDOT TPP Field Representative. Let me know if you need anything else. Thanks.

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## Vanessa Guerra

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**From:** Ana Duncan [Ana.Duncan@txdot.gov]  
**Sent:** Tuesday, July 01, 2014 8:22 AM  
**To:** Vanessa Guerra  
**Cc:** Randy Aguilar  
**Subject:** MPO/Technical Committee Representatives

Vanessa,

If you recall at one of our last meetings we discussed updating the Current List of Representatives from the State for the Technical Committee. You mentioned this would have to be done to the MPO Bylaws and the FY 2015 UPWP. We presently have:

- **TxDOT Planning Representative**
- **TxDOT Special Projects Coordinator**
- **TxDOT Area Engineer**
- **TxDOT South Region Field Representative**

The Planning rep and the Area Engineer will remain (myself and Carlos Rodriguez). Sara is supposed to get with you regarding the new name for the "South Region Field Rep." As for the other District rep, we propose replacing "Special Projects Coordinator" with a second "Planning Representative" (Randy Aguilar).

Let me know if you need additional info from us. Thanks.

*Ana Alicia Duncan, P.E.*  
Transportation Engineer

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