

# 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  
August 20, 2018  
1:30 p.m.**

### **MEETING AGENDA**

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

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

#### IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

- A. Approval of the minutes for the meeting held on July 16, 2018.
- B. Discussion with possible action to award or reject the El Metro ADA Bus Stops and Bicycles Plazas Enhancement Project for funding through the Transportation Alternatives Set-Aside Program (TA). The project provides for the construction and/or improvement of 17 bus stops located throughout the fixed route network. The requested amount is \$200,000, which will require a \$50,000 local match. The estimated total project cost is \$250,000.
- C. A motion to authorize the execution of the proposed Planning Agreement between the Texas Department of Transportation, the Laredo Urban Transportation Study, which has been designated the Metropolitan Transportation Planning Organization (MPO)



for the Laredo urbanized area, and the City of Laredo, which serves as the MPO's fiscal agent. The Planning Agreement identifies the roles and responsibilities of the parties carrying out the transportation planning process.

- D. Discussion with possible action on the transfer of \$ 96.93 Million from the construction of US 59 Interchanges at Del Mar Blvd, Shiloh Dr., International Airport, Jacaman Rd, and University Blvd ( CSJs: 0086-14-075,076,077,078,and 079) to the construction of US 59 Frontage Roads between US 59 and International Blvd (CSJs: 0086-14-086,087,088,and 089). This change will allow better access to business and residences located along the US 59 corridor. In addition, it will allow for easier future construction of the interchanges by avoiding duplicated traffic closures/detours.
- E. Presentation, discussion and possible action on the Kansas City Southern Railroad Quiet Zone Study.
- F. Discussion with possible action on the River Road Project.
- G. Discussion with possible action on Hachar-Reuthinger Road.
- V. REPORT(S) AND PRESENTATIONS (No action required)
  - A. Status report by TxDOT on the Laredo Mobility Study.
  - B. Status report by TxDOT on the Outer Loop Alignment Study.
  - C. Status report by City Engineering on the Calton Grade Separation Project.
  - D. Presentation by Transit, El Metro on revenue sources available for financing currently unfunded transit needs, especially buses.
  - E. Status report on the Regional Mobility Authority (RMA).

#### VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY AUGUST 17, 2018, BY 1:30 P.M.

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



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

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

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

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

**CITY OF LAREDO REPRESENTATIVES:**

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

**LAREDO MASS TRANSIT BOARD REPRESENTATIVE:**

Honorable Roberto Balli, City Councilmember, District VIII

**COUNTY OF WEBB REPRESENTATIVES:**

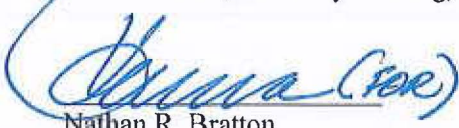
Honorable Tano E. Tijerina, Webb County Judge  
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1  
Honorable John Galo, Webb County Commissioner, Pct. 3

**STATE REPRESENTATIVES:**

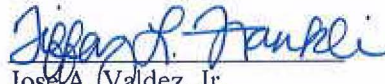
Mr. David M. Salazar, Jr., P.E., District Engineer  
Ms. Melisa Montemayor, District Administrator

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

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



Nathan R. Bratton  
MPO Director

for:   
Jose A. Valdez, Jr.  
City Secretary







# *Laredo Urban Transportation Study*

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



## **MINUTES OF THE JULY 16, 2018 MEETING**

### **Regular members present:**

Honorable Pete Saenz, Mayor and LUTS Chairperson  
Honorable Tano E. Tijerina, Webb County Judge  
Honorable Roberto Balli, City Councilmember, District VIII (joined the meeting at 2:07 p.m.)  
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1  
David Salazar, TxDOT District Engineer  
Melisa Montemayor, TxDOT District Administrator

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

Honorable Charlie San Miguel, City Councilmember, District VI  
Honorable George Altgelt, City Councilmember, District VII  
Honorable John Galo, Webb County Commissioner, Pct. 3

### **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  
Eduardo Bernal, Transit, El Metro  
Claudia San Miguel, Transit, El Metro  
Gabriel Martinez, City Engineering  
Robert Peña, City of Laredo Traffic Safety  
Mario Maldonado, City of Laredo Airport

State: Sara Garza, TxDOT  
Mike Graham, TxDOT  
Ana Duncan, TxDOT  
Roberto Rodriguez, TxDOT  
Danny Magee, TxDOT



County: Guillermo Cuellar, Webb County Engineering

Others: Antonio Rodriguez, HNTB, Inc.  
Victoria Dominguez, City of Laredo Real Estate  
Ricardo Ramos, Arcadis  
Ruben Soto, RMA

**I. CHAIRPERSON TO CALL MEETING TO ORDER**

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

**II. CHAIRPERSON TO CALL ROLL**

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

**III. CITIZEN COMMENT**

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

**IV. ITEMS REQUIRING POLICY COMMITTEE ACTION**

**A. Approval of the minutes for the meeting held on May 21, 2018, and June 18, 2018.**

CM. Gonzalez made a motion to approve the minutes of May 21, 2018, and June 18, 2018.

Second: Judge Tijerina  
For: 5  
Against: 0  
Abstained: 0

Motion carried unanimously

**B. Receive public testimony and approve Resolution No. MPO 2018-05, adopting the 2019 Unified Planning Work Program (UPWP).**



Judge Tijerina made a motion to open a public hearing.

Second: CM. Gonzalez  
For: 5  
Against: 0  
Abstained: 0

Motion carried unanimously

Ms. Guerra stated that a 20 day public review and comment period, has been initiated at the last MPO Policy meeting. She stated no public comments were received during said comment period.

Judge Tijerina made a motion to close the public hearing and approve Resolution No. MPO 2018-05, adopting the 2019 UPWP.

Second: CM. Gonzalez  
For: 5  
Against: 0  
Abstained: 0

Motion carried unanimously

**C. Discussion with possible action on the transfer of \$ 96.93 Million from the construction of US 59 Interchanges at Del Mar Blvd, Shiloh Dr., International Airport, Jacaman Rd, and University Blvd ( CSJs: 0086-14-075,076,077,078,and 079) to the construction of US 59 Frontage Roads between US 59 and International Blvd (CSJs: 0086-14-086,087,088,and 089). This change will allow better access to business and residences located along the US 59 corridor. In addition, it will allow for easier future construction of the interchanges by avoiding duplicated traffic closures/detours.**

Mayor Saenz stated the item would be discussed later in the meeting.

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

Mayor Saenz stated he would be meeting with Mr. Altgelt and Mr. Muller to discuss any concerns on the River Road project.

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

Guillermo Cuellar, Webb County Engineering, stated the contract for the Reuthinger portion of Hachar Road had been revised per TxDOT comments and had been sent back to TxDOT for their review. He stated once the body of the contract was finalized, it would be executed.



David Salazar, TxDOT, stated TxDOT received the contract on Friday, July 14, 2018 and were currently reviewing it. He stated it would take TxDOT approximately one week to review.

Melisa Montemayor stated after the contract was finalized, TxDOT would request the Federal Letter of Authority.

Mayor Saenz requested a progress report on the project during the next MPO meeting.

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

**A. Status report by TxDOT on the Outer Loop Alignment Study.**

Roberto Rodriguez, TxDOT, stated TxDOT had procured a consultant, were currently developing the scope of work, and had begun the process of providing the data previously developed. He projected that it would be approximately 18 months before any preliminary alignments would be ready for review.

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

Gabriel Martinez, City Engineering, stated the Right of Way acquisition was completed. He stated the design was also completed and was sent to Union Pacific for review. He stated the development and execution of the Railroad agreement was the last significant item to be completed in advance of the letting. The proposed letting date was tentatively scheduled for August, 2019.

Ricardo Ramos, Arcadis, stated the project was intended to enhance commercial truck mobility in the area. He reiterated that the Union Pacific agreement was the last remaining hurdle prior to the letting.

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

Claudia San Miguel, Transit, El Metro, gave a brief presentation on the item. She stated Transit system was self-sufficient. The main challenge was replacing obsolete fleet vehicles, which each cost approximately \$500,000 to replace. She stated by 2021, the system would need to replace approximately 8 buses. Funds were very limited and grants extremely competitive.

Ms. San Miguel stated Transit had submitted for the recent Call for Projects issued by the MPO Transportation Alternatives Program (TAP).

Mr. Bratton stated the MPO had received only one submittal for the TAP funds which was the submittal by Transit. He stated if the MPO accepted Transit's submittal, Transit would then be awarded \$200,000 in TAP funds.



Ms. San Miguel stated said funds would be utilized for improvements of bus stops.

CM. Balli joined the meeting at 2:07 p.m.

**D. Status report on the Regional Mobility Authority (RMA).**

Tony Rodriguez, HNTB, Inc. gave a brief presentation on the item.

Ruben Soto, RMA Chairman, stated the first step was to present the study to the MPO followed by City Council.

Mr. Rodriguez stated the Webb County City of Laredo RMA was investigating prospective methods of funding the upgrade of Loop 20 South from US 59 to the new proposed Port of Entry (Bridge 5). In pursuit of that goal, the RMA commissioned Texas Prospective (TXP), Inc. to develop a preliminary tax revenue assessment for the Transportation Reinvestment Zone (TRZ).

The purpose of the TRZ is to:

- Promote public safety
- Facilitate the improvement, development, or redevelopment of property
- Facilitate the movement of traffic
- Enhance a municipalities ability to sponsor a transportation project

The study would focus on the following major tasks:

- Economic and Real Estate Assessment of the Loop 20 Area
- Collect and Analyze Webb County Appraisal District Data
- Establish a Loop 20 TRZ Preliminary Tax Revenue Forecast
- Create 30 Year Tax Revenue Forecast

He stated that if the City of Laredo decided to move forward with the proposed TRZ, next steps would include:

- Refinement of the TRZ boundary to exclude existing developed properties in the north and northwestern portion of the area.
- Consideration of extending the TRZ boundary east along State Highway 359 to take advantage of pending projects that would access and utilize Loop 20 improvements.
- Meeting with landowners on annexation within the study area so as to capture the increment from new development prior to construction beginning.
- Recalculation of the TRZ increment value based on the able and move forward with implementation.

Mr. Soto stated the RMA anticipated presenting to City Council in August of 2018.



## VI. ADJOURNMENT

CM. Gonzalez made a motion to **adjourn** the meeting at 2:58 pm.

Second: Judge Tijerina  
For: 6  
Against: 0  
Abstained: 0

Motion carried unanimously

---

Nathan R. Bratton,  
MPO Director

---

Pete Saenz, Mayor and LUTS  
Chairperson







**LAREDO URBAN TRANSPORTATION STUDY  
ACTION ITEM**

<b>DATE:</b> 08-20-18	<b>SUBJECT: MOTION</b> Discussion with possible action to award or reject the El Metro ADA Bus Stops and Bicycles Plazas Enhancement Project for funding through the Transportation Alternatives Set -Aside Program (TA). The project provides for the construction and/or improvement of 17 bus stops located throughout the fixed route network. The requested amount is \$200,000, which will require a \$50,000 local match. The estimated total project cost is \$250,000.
<b>INITIATED BY:</b> El Metro	<b>STAFF SOURCE:</b> Nathan Bratton, MPO Director
<b>PREVIOUS ACTION:</b> On 3-21-16, the MPO Policy Committee awarded \$1,000,000 in TAP funds to the Zacate Creek Multi-Use Pedestrian and Bicycle Trail. On 3-20-17, the Committee also awarded \$717,903 to the River Vega Multi-Use Hike and Bike Trail Project, Phase 1.	
<b>BACKGROUND:</b>  <i><b>What is the Transportation Alternatives (TA)-Set-Aside Program</b></i> - The FAST Act eliminated the MAP-21 Transportation Alternatives Program (TAP) and replaced it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds may be used for all projects and activities that were previously eligible under TAP, which was similar to the former Transportation Enhancement (TE) and Safe Routes to School (SRTS) programs.  <i><b>Eligible Projects</b></i> - Largely, TA eligibilities are the same as those under the prior TAP. Types of projects eligible under the TA set aside program for the Laredo MPO planning area include: on- and off-road pedestrian and bicycle facilities, recreational trails, safe routes to school projects, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, and boulevards and similar multi-modal roadways, community improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity.  <i><b>Funding Availability and Selection Process</b></i> In 2018, approximately \$344,000 in TAP funds is available for allocation to eligible projects in the Laredo metropolitan planning area. The MPO Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO planning area through a competitive process. The 2018 Laredo MPO Call For Projects Application Guide describes the MPO's competitive process. (see attached)  In general, the project selection procedures entails an issuance of a call for projects, project submittal, project evaluation based on the selection criteria, selection, and finally project implementation.  <i><b>Call for Projects</b></i> The Laredo MPO 2018 Call for Project was issued on April 1, 2018.  <i><b>Submittals</b></i> Project submittals were due on July 2, 2018. Only one submittal was received, which was from Laredo Transit Management, Inc., also known as El Metro. The project provides for the construction and/or improvement of 17 bus stops located throughout the fixed route network. The requested amount is \$200,000, which will require a \$50,000 local match. The estimated total project cost is \$250,000.	

Background comments continued...



**LAREDO URBAN TRANSPORTATION STUDY  
ACTION ITEM**

**BACKGROUND CONT'D....**

**TAP/TA-Set Aside Funds History**

Year	Allocation	Awarded	Project	Award Amt.	Obl. Status	Year Obl. Req.
2013	\$345,484	Yes	Zacate Hike and Bike Project		yes	By Sept of 2016
2014	\$351,202	Yes	Zacate Hike and Bike Project	\$1,000,000	yes	By Sept of 2017
2015	\$351,202	Yes	Zacate Hike and Bike Project		yes	By Sept of 2018
2016	\$358,015	Yes	River Vega Hike and Bike Proj.	\$717,903	TBD	By Sept of 2019
2017	\$312,000	Yes	River Vega Hike and Bike Proj.		TBD	By Sept of 2020
	\$1,717,903			\$1,717,903		



**FY 2018 TRANSPORTATION ALTERNATIVES (TA) SET ASIDE PROGRAM PROJECT SUBMITTAL FORM**

**Submittals are due by 4:00 p.m. on July 2nd, 2018  
at the Office of the Laredo City Secretary  
1110 Houston Street, 3<sup>rd</sup> floor**

A total of \$344,00 is available through the Laredo MPO Transportation Alternatives (TA) Set Aside Program to support non-traditional transportation projects that expand transportation choices. Given the intensity of TxDOT's administrative process (i.e., Advanced Funding Agreements, Local Government Project Procedures (LGPP) Qualification) the minimum award request is \$10K; applicants may request up to the full TA Set Aside allocation for the MPO (\$344,000). Please see TA Set Aside Guidelines for additional details.

**SECTION A - APPLICANT INFORMATION**

Applicant Agency:   
Contact Person:   
Job Title:   
Mailing Address:   
City:  Zip Code:   
Daytime Telephone:  E-mail Address:

---

**SECTION B - PROJECT INFORMATION**

Project Name:

Eligible Project Activity (Select project activity category from the drop down menu):

The construction plans for this project are currently:

Not Started ☒ % Complete ☐ Complete ☐ N/A ☐



**Project Description:** Provide a narrative (500 word max) that describes the eligible project in detail. Clearly identify the phases of project implementation. Include a project schedule beginning with Notice to Proceed that includes estimated time to complete each phase of project implementation.

The Laredo Transit Management Inc. (El Metro) is seeking TA Set Aside grant funding in the amount of \$200,000 for the El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project with a local match of \$50,000 for a grand total of \$250,000. This project will improve connection between neighborhoods and community work centers, schools, medical and leisure destinations while improving accessibility and security for up to 17 existing bus stops in the City of Laredo. Investing in the safety, security and accessibility of neighborhood access to transit service supports Transit's opportunity to market and promote use of public transportation and complements walking and biking as the most environmentally conscience mode of transportation. Often the decision to use public transportation is determined by access, convenience and the perceived security at the bus stop; this is especially true for persons with disabilities or conditions that may limit physical capacity. Since 2013, the Laredo Transit has leveraged grant awards with local funding to enhance bus stop accessibility and develop improvements in the community we serve; however, the lack of additional funding increases inequality for those living in poverty to access to jobs, goods, healthcare, schooling and services.

The Laredo Transit Management Inc. (LTMI), also known as El Metro, is the sole provider of public transit service in Laredo, Texas operating fixed route and paratransit operations under the current management contract with First Transit from Cincinnati, Ohio. LTMI provides the following public transit services within the City of Laredo city limits as listed below:

- Urban fixed route service in the city of Laredo.
- Urban demand responsive paratransit service (El LIFT), which includes service to seniors and persons with disabilities and complementary paratransit service as required by the Americans with Disabilities Act (ADA).
- Weekday ADA service starting at 4:30 AM.
- Limited special event route to the Unitrade Stadium.

Laredo Transit currently operates a fleet of 44 buses ranging in capacity from 30 to 55 passengers. Annual ridership has increased significantly over the organization's 30 year history, reaching a system-wide high of 3 million one-way trips in FY 2016-17. El Metro carries approximately 9,000 passengers on a typical service day.

The local fixed route system provides service every 30 to 60 minutes on 22 routes with 35 buses in all day service Monday through Friday (33 on Saturdays) and (19 on Sundays). Local fixed route service is provided each weekday from approximately 6:00 a.m. to 10:30 p.m. and from approximately 6:00 a.m. to 10:30 p.m. on Saturdays. In addition, Sunday service starts from 7:30 a.m. to 8:30 p.m.

The strong long term growth trend in local fixed route ridership is a reflection of the successful modification of many route improvements over the years. These improvements included the introduction of larger and more easily identified fixed route buses; the placement of bus stop benches and shelters at key stops; the installation of bike racks on all buses and bus stops; a full conversion to modern low floor buses; and, highly successful discount monthly pass programs for area youth, seniors and students.

During FY 2018, there were a total of 163 full time and 16 part time authorized personnel positions. This project will provide residents with safer and less intimidating bus stop facilities for transit riders, pedestrians, bicyclists and public in general. LTMI will issue a Notice To Proceed on September 2018 and completed with six (6) months. See Attachment C - Project Time-line.



**Project Location:** Provide specific project location, project limits (From and To), and project length (feet/miles), if applicable. Attach legible location maps, images, and photographs as appropriate. (Label as **PROJECT LOCATION – ATTACHMENT A**)

See attachment A.

**Project Support:** Attach or include any letters of support for the proposed project. Label as **“APPLICANT AGENCY FUNDING FORM – ATTACHMENT B”**

See attachment B.



### SECTION C - PROJECT CRITERIA

Explain how the project addresses each of the following evaluation criteria. (100 points total available excluding bonus points)

Evaluation Category	Description	Factors	Points
<b>Making Network Linkages and Connections</b>	Improves connections between neighborhoods and community facilities	<ul style="list-style-type: none"><li>➤ Network continuity (gap closures, extension of facilities)</li><li>➤ Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)</li></ul>	<b>25</b>

Provide explanation below (Please limit your response to 200-250 words).

Investing in bus stop accessibility creates an invitation to ride the bus and provides more locations to access the system by reducing entry barriers. Each person who chooses to use public transportation may have otherwise made their trip in a single-occupant vehicle, adding to existing congestion and emissions. Removing barriers to transit service results in increased bus ridership opportunities as well as trips made by walking and biking.

The El Metro ADA Bus Stops Enhancement Project will include security lighting (solar), bench, bicycle rack, system route and schedule holder and a trash receptacle.

The bus stop locations will close the gap between the origin and destination of the riders thus providing easy access to our existing bus routes where riders take advantage on going to work, school, hospice, shopping centers and government offices connecting between neighborhoods and community facilities.



Evaluation Category	Description	Factors	Points
<b>Implementing Active Transportation and Mobility Plan</b>	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and	<ul style="list-style-type: none"> <li>➤ Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body</li> </ul>	20

Provide explanation below (Please limit your response to 200-250 words).

The LTMI and the City of Laredo are both well-in lined with the City of Laredo Comprehensive Plan. Laredo currently has a handful of dedicated bicycle lanes located on Clark Boulevard, Country Club Drive, Convent street and on bike trails located on Chacon Creek, Bob Bullock Loop Cycle Track , Zacate Creek Greenway Trail and Manadas Creek Trail. Perception within the community is that it is not safe to bike on the City streets. Commuter bicyclists include visitors from Mexico crossing into the Downtown area across the international bridges. Recreational users perform most of their activities in the northern parts of Laredo, as represented in the Strava Activity Heatmap. Presently, the Bike Master Plan, included in the Comprehensive Plan, includes planning for bicycle routes, parking, and safety in the Comprehensive Plan. Methods for creating a safe and desirable bicycle network include the process of making all significant destinations accessible. Traits of a proper bicycle network include the use of a combination of four types of bike ways: Bicycle paths, Bicycle lanes, Separated bicycle facilities and shared routes all which LTMI will be sharing the existing 22 bus routes in these bicycle networks with our transit system.

The bike plan that is in Comprehensive Plan will connect the existing bike infrastructure, providing any cyclist with the ability to reach further distances. The plan highlights regional destinations, mainly schools, campuses, and downtown. A network is created throughout the city that includes the connection of residential neighborhoods to these destinations. This bicycle network includes both on and off-road facilities in order to create a compact web and provide variety to cyclists. Priority routes are highlighted and given a specific bicycle facility. These routes are mostly extensions of the existing bicycle facilities or represent the implementation of popular proposals, such as connecting the college campuses.

The proposed Bike and Ride Plazas enhancements will better engage residents to use walking and bicycling facilities for everyday activities including travel to work, school, shop, medical appointments and other destinations. This on-street investment is in line with the City of Laredo community master plan as adopted by City Council this year.



Evaluation Category	Description	Factors	Points
<b>Improving Safety</b>	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<ul style="list-style-type: none"> <li>➤ Improving safety in areas with high numbers of crashes</li> <li>➤ Improving crossings, signalization, traffic calming</li> <li>➤ Provides sep. facilities for various transp. modes</li> </ul>	<b>15</b>

Provide explanation below (Please limit your response to 200-250 words).

The El Metro 2016 Five-Year Transit Development Plan (TDP) identified the need to enhance the bus stop and shelter program inventory and improve safety, including adding new bus bays, sidewalk connectivity gaps, and other roadway conditions impacting safe bus and pedestrian movement are recommended. As per the study, it was recommended for a Planning level estimated costs for a planning study to inventory safe conditions of the bus stop system and would support El Metro efforts to inventory and identify needed bus stop improvements over time. By providing illumination with solar lights, this project will bring safer and less intimidating bus stop facilities for pedestrians, bicyclists and public in general who may come across the bus stop location.

It is recommended in the study within the five-year TDP horizon which will allow the next TDP and long-range transportation plan to include more definitive vision and costs for longer term implementation of a system structure that will best meet the needs of the growing population in Laredo thus increasing transit use as a key to implementation of the regional transportation plan. Providing access to transit service is a fundamental component of maintaining, and increasing transit use. Investment in bus stop accessibility helps LTMI achieve its central mission of providing and promoting transportation choices that support an accessible, sustainable, livable, healthy and prosperous community. The TDP specifically identifies a robust transit system as being an essential component of the growing region. Arguably each bus stop improvement project will result in a more inviting public transit system that, overtime, reduces the number of single occupant vehicle trips, reduces traffic congestion and vehicle miles, and improves air quality. Since 2013, Laredo Transit has leveraged local funds with grant funds to improve accessibility, seating, shelters and solar lighting to enhance the safety and security of neighborhood bus stop facilities. Laredo Transit's bus stop enhancement program to improve access to transit services has resulted in 84 bus stops in 8 separate improvement projects with an additional 41 programmed for 2018. A typical improvement project may involve sidewalk repair or construction, creating a safe pedestrian pathway and access ramps for persons with mobility limitations, and the installation of a shelter, bench, railing and lighting. Since 2000 Laredo Transit has installed 10 Bus pull ins and outs, 95 advertising shelters with pads and shelters, and added solar lighting to 6 bus stops. With additional grant revenue Laredo Transit intends to continue the bus stop enhancement program until every bus stop is accessible including the 17 bus stops identified for this project.

In addition to a bikeway network, Bicycle and pedestrian circulation, access, and safety should be enhanced, especially along corridors, downtown, in activity and employment centers, within densely-developed areas, at transit stations, and near schools, libraries, and parks. If awarded, LTMI will be able to achieve and be in-line with the Laredo Comprehensive Plan and become an integral, safe, and reliable mode of transportation that contributes to the economic and social growth of the Laredo region.



Evaluation Category	Description	Factors	Points
<b>Reducing Barriers</b>	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other non-drivers at an existing obstacle to travel	<ul style="list-style-type: none"> <li>➤ Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)</li> </ul>	10

Provide explanation below (Please limit your response to 200-250 words).

Bus riders are inherently "pedestrians" for a part of their trip. When there's a lack of a sidewalk, curb cut or limited waiting area at a bus stop it tends to discourage and/or prohibit the use of transit service, especially those that have limited mobility. Likewise, from an operational perspective, a bus operator's ability to navigate to and from a bus stop zone significantly improves when the stop itself includes easily recognizable design features that make boarding and de-boarding of customers easier, safer and many times faster.

With these design challenges in mind, Laredo Transit plans to continue to upgrade and improve the functionality of bus stops throughout our service district. The intent has been to not only improve on-street stop locations along major transit corridors where ridership is the highest and add new stops where conditions and land use are warranted, but to also improve existing stops in locations where the lack pedestrian amenities, like sidewalks and/or curbs, also requires bus stops be designed to comply with the functionality of ADA accessibility. With over 9,000 weekday boardings per day, it has often been said that, "a bus ride begins before you get on the bus." It is an expression that conveys the fact that those who use public transit need to be able to get to and from a bus stop without impediments. And the attributes of a bus stop will influence its use (i.e., form follows function). The lack of accessibility at a stop though can also mean a person who is mobility challenged will need to use Laredo Transit's more expensive paratransit service - "El Lift"- requiring ride scheduling and preparation to comply with that service's requirements. On the other hand, accessibility improvements at a stop can mean the difference between a person using El Lift service (prescribed by federal mandate) or having the option to use fixed route service, and in doing so, contribute to improving service efficiencies at the system level.



Evaluation Category	Description	Factors	Points
<b>Connecting to Employment, Households, and Activity Centers</b>	Provides access to major destinations and large number of residents or employees	<ul style="list-style-type: none"> <li>➤ Proximity to employment districts, schools, households, and other special generators</li> <li>➤ Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)</li> </ul>	10

Provide explanation below (Please limit your response to 200-250 words).

In transit planning, it is important to identify major activity centers such as public facilities, hospitals, universities, shopping centers, and transportation facilities because they put special demands on the transportation system.

In the Laredo region, most public facilities, such as City Hall and the Webb County Courthouse, are located in the downtown area. These public facilities are in proximity to one another and generate traffic in the downtown area. Entertainment/sports related public facilities, such as Laredo Civic Center, Laredo Energy Arena, and UniTrade Stadium are located north of the downtown area along major roadway corridors. Major transportation-related facilities in the Laredo region include Laredo International Airport and the El Metro Transit Center. The El Metro Transit Center, located in downtown Laredo, is the main transfer hub for Laredo's transit system and inter-city bus lines.

#### HOSPITALS

Two large general medical facilities are in the Laredo region. The Laredo Medical Center, located on Saunders Street, is about halfway between I 35 and Loop 20. It is the largest medical facility in the region. Doctors Hospital is the second largest medical facility in Laredo, and is located at the intersection of McPherson Road and Loop 20.

#### SCHOOLS

Universities and colleges put special demand on the transportation system because they generate traffic from students and employees at different time periods of the day. Further, many students do not own a vehicle and must rely on public transportation to serve their daily mobility needs. Therefore, public transportation is especially important for these facilities.

There are three major university and college campuses in Laredo. Texas A&M International University located on Loop 20 has approximately 7,400 students and 1,200 faculty and staff. The Laredo Community College has two campuses – the main campus just west of the downtown area at the old Fort McIntosh, and the new campus in South Laredo on US 83 has approximately 8,700 students and 1,000 faculty and staff between the two campuses. High schools operate in a different pattern, with traffic generated mostly in the morning and afternoon peak hours. There are 14 high schools in the Laredo region, including special campuses such as the Trevino School of Communications, the Perez Engineering High School, the Gateway Academy, the STEP Academy, and the Early College High School on the TAMU campus.

El Metro has bus routes connecting these traffic generators which are highly demanded resulting with high ridership. Proposed project locations will provide enhanced access to major destinations as described above.



Evaluation Category	Description	Factors	Points
<b>Providing Environmental Benefits</b>	Helps reduce congestion and improves air quality	<ul style="list-style-type: none"> <li>➤ Congestion and air quality benefits</li> <li>➤ Benefits and impacts to the environment</li> </ul>	10

Provide explanation below (Please limit your response to 200-250 words).

By providing bus stop improvements with this funding it is expected to draw new non-transit riders to use Public Transportation thus reducing vehicle dependency and usage resulting less traffic reducing toxic emissions in Laredo. In addition, this project will benefit many especially reducing the traffic congestion within the roads and corridors in the city.

#### PUBLIC TRANSPORTATION USE HELPS OUR ENVIRONMENT!

Approximately 85 percent of greenhouse gas emissions from the transportation sector are related to the surface transportation system. Those who choose to ride public transportation reduce their carbon footprint and conserve energy.

- U.S. public transportation saves 37 million metric tons of carbon dioxide annually — equivalent to the emissions resulting from the electricity generated for the use of 4.9 million households or every household in Washington DC; New York City; Atlanta; Denver; and Los Angeles combined.

- If an individual switches from driving a 20-mile round trip commute to using public transportation, his/her annual CO<sub>2</sub> emissions will decrease by 4,800 pounds per year, equal to a 10 percent reduction in a two-car household's carbon footprint.

#### PUBLIC TRANSPORTATION USES REDUCES CONGESTION

Public transportation serves some of the most congested travel corridors and regions in the country.

- According to the most recent Texas Transportation Institute report on congestion, public transportation saved travelers 541 million hours in travel time and 340 million gallons of fuel.

- Without public transportation, congestion costs would have been an additional \$10.2 billion.

This project will help mitigate congestion thus improving air quality for the City of Laredo.



Evaluation Category	Description	Factors	Points
<b>Serving Disadvantaged (Environmental Justice) Areas</b>	Provides access in under-served communities	➤ Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average	5

Provide explanation below (Please limit your response to 200-250 words).

In order to access in under-served communities in Laredo, LTMI will be able to improve its outreach program for those low-income people that tend to have mobility challenges because they may not be able to afford a vehicle, upkeep of a vehicle, or may choose not to spend their limited income on keeping a vehicle.

If awarded, LTMI will benefit those areas of minorities and low-income households by providing bus stops with much improve amenities meeting ADA criteria. 5-Year Estimates data, shows people below the poverty line threshold account for approximately eight percent of the total population of Webb County as per the Transit Development Plan (TDP).

The areas with higher low-income population densities are concentrated around the center of City of Laredo and along US 83 south of Spur 260. Furthermore, households without vehicles are directly dependent on public transit service to meet their daily mobility needs. In a geographic pattern, similar to elderly population and low-income population, the areas with higher densities of households without a vehicle are mostly concentrated around the center of City of Laredo and US 83 south of Spur 260.

Last, the mobility-limited population also represents a portion of the transit dependent population. Approximately ten percent of the population in the Laredo MPO region has some form of mobility impairment or disability.

The TDP transit study defined mobility limitation using the 2013 US Census ACS criteria of persons with disabilities, from age 18-64 years.



Evaluation Category	Description	Factors	Points
<b>Creating Economic Dev. Opportunities</b>	Results in benefits exceeding costs	➤ Investment provides increased benefit to the community and the region through revitalization, redevelopment, and job creation	5

Provide explanation below (Please limit your response to 200-250 words).

According to the American Public Transportation Association (APTA), public transportation transforms communities and the lives of the people living in them by spurring economic development, promoting sustainable lifestyles and providing a higher quality of life. Every segment of American society - individuals, families, communities, and businesses - benefits from public transportation.

According to APTA, Public Transportation Provides Economic Opportunities by the following APTA:

Every \$1 invested in public transportation generates \$4 in economic returns.

Every \$1 billion invested in public transportation supports and creates more than 50,000 jobs.

Every \$10 million in capital investment in public transportation yields \$30 million in increased business sales.

Every \$10 million in operating investment yields \$32 million in increased business sales. 71% of public funding for public transportation flows to the private sector, creating and supporting hundreds of thousands of jobs.

Home values performed 42% better than when located near high-frequency public transit.

Hotels in cities with direct rail access to airports raise 11% more revenue per room than hotels in those cities without.



Evaluation Category	Description	Factors	Points
<b>Project Readiness and Other Factors (additional bonus points)</b>	Project readiness/ability to initiate construction quickly	<ul style="list-style-type: none"> <li>➤ Associated with TxDOT proposed "off-system" roadways</li> <li>➤ Status of stakeholder/community feedback and support</li> <li>➤ Status of engineering/design</li> <li>➤ Status of environmental approvals (if applicable)</li> <li>➤ Additional local funding overmatch</li> <li>➤ Geographic distribution</li> </ul>	15

Provide explanation below (Please limit your response to 200-250 words).

Project readiness and other factors are as follows:

1. NO association with TxDOT proposed "off-system" roadways.
2. The El Metro 2016 Five-Year Transit Development Plan has received and acknowledge the stakeholders and community support to improve Bus Stops in the transit system.
3. Locations and Specifications for construction are complete and ready to be procured.
4. NO environmental approvals are needed for this project.
5. Any additional local funding over match will be covered by the transit's dedicated sales tax.
6. See MAP attached with locations of the entire project.



## SECTION D - PROJECT BUDGET

**Provide a detailed budget for the project and include it with this application. Below is a sample form for a project budget, however applicant may submit the budget in their preferred format.**

See attachment D.

### Eligible Expenses - Itemized Construction Cost

	Quantity	Unit	Unit Price	Value
Line 1				
Line 2				
Line 3				
Line 4				
Line 5				
Line 6				
Total Construction Cost:				

### Eligible Expenses - Itemized Construction-related Cost

	Quantity	Unit	Unit Price	Value
Line 1				
Line 2				
Line 3				



**Eligible Expenses - Itemized Other Construction-related Cost (continue)**

Line 4	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 5	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Line 6	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Other Construction-related Cost:			<input type="text"/>	

**Eligible Expenses: Planning/Design/Engineering**

	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Planning/Design/Engineering Costs:			<input type="text"/>	

**Eligible Expenses: Materials Costs**

Material	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Materials Costs:			<input type="text"/>	



# Non - Eligible Expenses: Property Aquisition Costs

Associated Property	Quantity	Unit	Unit Price	Value
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Total Property Aquisition Costs:				<input type="text"/>

## Project Budget Summary

Itemized Eligible Construction Cost Estimate

1. Total Eligible Construction Cost

Itemized Other Eligible Project Costs (other construction related costs/planning/design/engineering/materials)

2. Total Other Eligible Project Costs

**Total Eligible Project Costs**

**3. Total Lines 1 + 2**

Estimated TxDOT Administrative fee

4. 10% of Line 3

**Total Project Cost**

**4. Total Lines 3 + 4**

Federal Funds Requested

6. 80% of Line 5

Local Match\*\*

7. 20% of Line 5

\*\*Project Sponsors may increase the local match by adjusting the percentage above.

Approved in-kind contributions may be used to satisfy a portion of the local match requirement. Eligibility of in-kind costs will be determined as part of project evaluation.

## Project Budget Summary (continue)

Property Acquisition Costs

8. Total Property Acquisition Cost

Engineering Costs

9. Total Engineering Cost

Materials Costs

10. Total Materials Cost

**Total In-Kind Contribution Available**

**11. Total Lines 8 + 9 + 10**

Project Costs Eligible for In-Kind Match

12. Total from Line 3

Eligible In-Kind Contribution

13. Line 11 or 25% of Line 12, whichever is less

Local Cash Match Required for Total Project Construction

14. Line 12 minus (-) Line 13

Local Cash Match for TxDOT Administrative Costs

15. Insert 20% of Line 4

**Total Local Cash Match Required**

**16. Total Line 14 + Line 15**



**FY 2018 TRANSPORTATION ALTERNATIVES (TA) SET ASIDE PROGRAM SIGNATURE FORM**

**Project Commitment:** By submitting an application, the applicant commits that if the project is selected for funding, the project will be brought to a successful bid award within three years from selection by the Texas Transportation Commission.

This signature form must be signed by a representative of the local entity that has signature authority.

Signature:  \_\_\_\_\_

Title: **General Manager** \_\_\_\_\_

Print Name: **Claudia San Miguel** \_\_\_\_\_

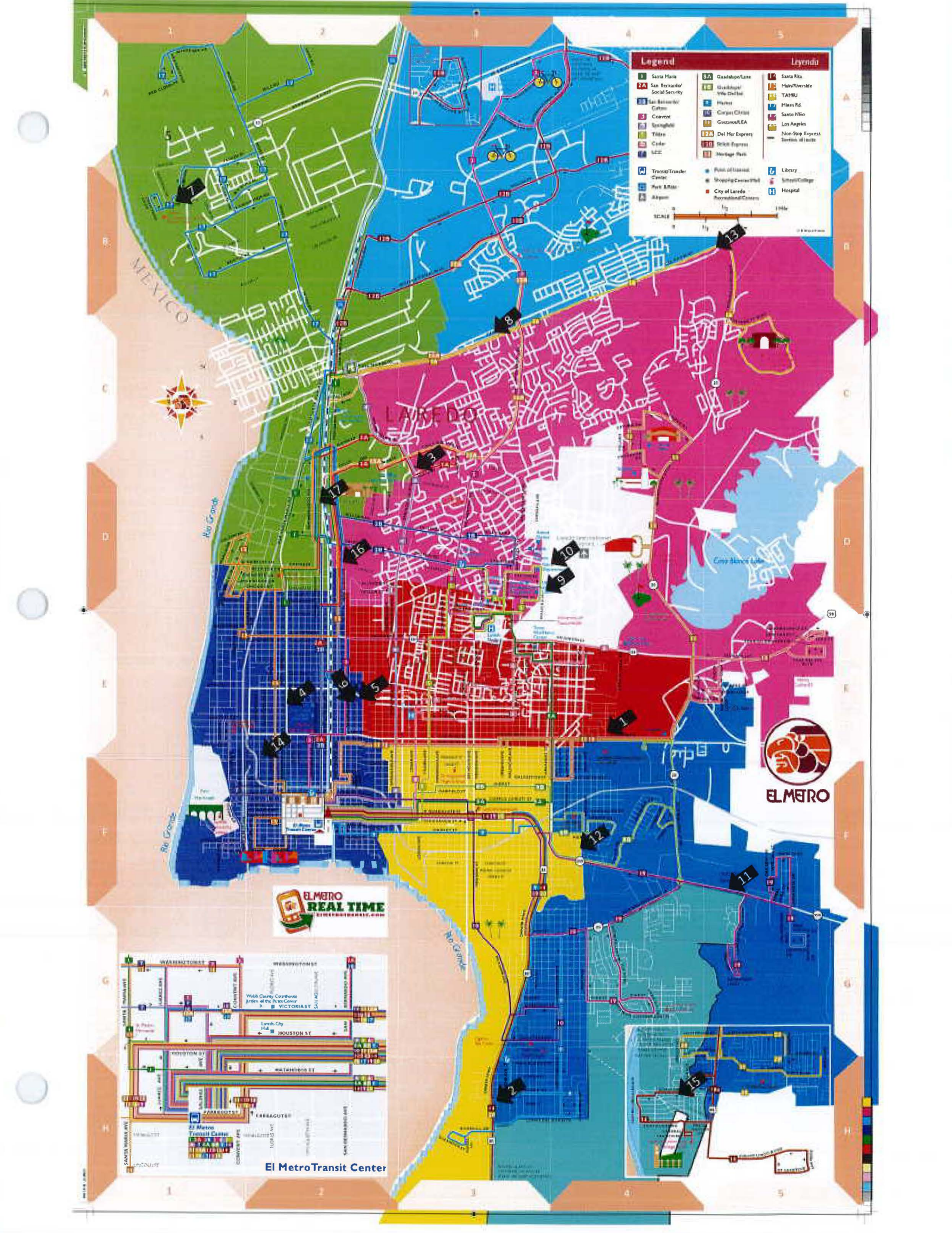
Date: **June 25, 2018** \_\_\_\_\_



ATTACHMENT

“PROJECT LOCATION -A”





**Legend**

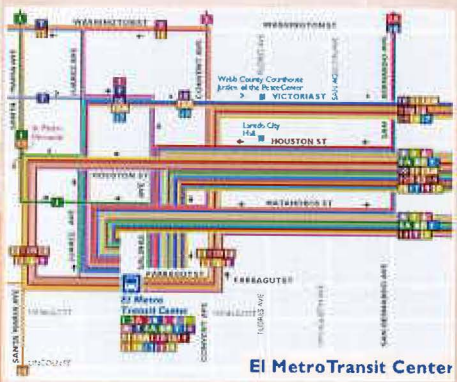
- 1 Santa Rita
- 2A San Bernardo/ Social Security
- 3 San Bernardo/ Cotton
- 4 Convent
- 5 Springdale
- 6 Teller
- 7 Cedar
- 8 LCC
- 9 Transit/Transfer Center
- 10 Park Station
- 11 Airport

**Legend**

- 12A Guadalupe/Lane
- 13A Guadalupe/ Villa Del Sol
- 14 Planes
- 15 Corpus Christi
- 16 Guadalupe/EA
- 17 Del Mar Express
- 18 Del Mar Express
- 19 Heritage Park
- 20 Point of Interest
- 21 Shopping/Commercial
- 22 City of Laredo
- 23 Recreational/Charters
- 24 Santa Rita
- 25 Main/Overlook
- 26 TAPRU
- 27 Planes Rd
- 28 Santa Rita
- 29 Los Angeles
- 30 Non-Spa Express
- 31 Section of Route
- 32 Library
- 33 School/College
- 34 Hospital

SCALE 0 1 2 Miles




© 2008 El Metro



El Metro Transit Center






## Transit Bus Stop Enhancement Program to Incorporate & Enhance Bike & Ride Plazas

Item #	District #	Route #	IB / OB	Bench #	Location	Current Picture	Frame & Canopy	Pad	Boarding Pad	Map - Schedule Holders	Trash Receptacle	Bench	Solar Light	Bike Racks	Repair Station	Total Cost
										Aluminum Map Holder = \$ 475	<ul style="list-style-type: none"> <li>• Inground Mount 32 gl./ \$690</li> <li>• Surface Mount 32 gl./ \$679</li> <li>• Pole Mount 10 gl./ \$495</li> </ul>	<ul style="list-style-type: none"> <li>• Diamond 6ft = \$919</li> <li>• Diamond 8ft = \$969</li> <li>• Diamond/Adviz = \$674</li> </ul>	<ul style="list-style-type: none"> <li>• Single = \$2,612</li> <li>• Double = \$2,920</li> </ul>	<ul style="list-style-type: none"> <li>• 2-bike (BR-30) = \$770</li> <li>• 2-4 (BR 31) = \$990</li> </ul>	\$2,975	
1	4	8B, 11, 13	IB	196, 205, 206	Clark & Loop 20		New (3) T-columns 24" x 7'-0" Ht. 7'	28'-0" X 5'-0"	4'-0" X 4'-0"	Map (1)	Surface Mount 32 gl./ \$679 (1)	Diamond 6ft \$919 (1) Diamond 8ft \$969 (1)	Double \$2,920 (2)	2-4 (BR 31) \$990 (2)	Repair Station (1)	
							\$4,350.00	\$2,850.00	\$1,500.00	\$475.00	\$679.00	\$1,888.00	\$5,840.00	\$1,980.00	\$2,975.00	\$22,537.00
2	2	14, 20	IB	79	Frees & Zapata HWY		Rebrand (2) T-columns 14'x 4'Ht. 7'	18'-0" X 5'-0"	4'-0" X 4'-0"	Map (1)	Inground Mount 32 gl./ \$690 (1)	Diamond 6ft \$919 (1) Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (2)	N/A	
							\$2,790.00	\$1,836.00	\$1,500.00	\$475.00	\$690.00	\$1,888.00	\$2,612.00	\$1,540.00	\$0.00	\$13,331.00
3	5	12A	IB	295	Calle Del Norte & Springfield		New (2) T-columns 13'x 4'Ht. 7'	N/A	N/A	Map (1)	Pole Mount 10 gl./ \$495 (1)	Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (1)	N/A	
							\$2,015.00	\$0.00	\$0.00	\$475.00	\$495.00	\$969.00	\$2,612.00	\$770.00	\$0.00	\$7,336.00



## Transit Bus Stop Enhancement Program to Incorporate & Enhance Bike & Ride Plazas

Item #	District #	Route #	IB / OB	Bench #	Location	Current Picture	Frame & Canopy	Pad	Boarding Pad	Map - Schedule Holders	Trash Receptacle	Bench	Solar Light	Bike Racks	Repair Station	Total Cost
										Aluminum Map Holder = \$475	<ul style="list-style-type: none"> <li>• Inground Mount 32 gl./ \$690</li> <li>• Surface Mount 32 gl./ \$679</li> <li>• Pole Mount 10 gl./ \$495</li> </ul>	<ul style="list-style-type: none"> <li>• Diamond 8ft = \$919</li> <li>• Diamond 8ft = \$969</li> <li>• Diamond/Advtz = \$674</li> </ul>	<ul style="list-style-type: none"> <li>• Single = \$2,612</li> <li>• Double = \$2,920</li> </ul>	<ul style="list-style-type: none"> <li>• 2-bike (BR-30) = \$770</li> <li>• 2-4 (BR 31) = \$990</li> </ul>	\$2,975	
4	8	1	OB	N/A	Santa Maria & Garden		New (2) T-columns 16"x 7" Ht. 7'	N/A	N/A	Map (1)	Pole Mount 10 gl./ \$495 (1)	Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (1)	N/A	
							\$2,480.00	\$0.00	\$0.00	\$475.00	\$495.00	\$969.00	\$2,612.00	\$770.00	\$0.00	\$7,801.00
5	8	3	OB	N/A	San Francisco & Garden		New (2) T-columns 14" x 7'-6" Ht. 7'	18'-0" X 5'-0"	N/A	Map (1)	Inground Mount 32 gl./ \$690 (1)	Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (1)  2-4 (BR 31) \$990 (1)	N/A	
							\$2,170.00	\$1,836.00	\$0.00	\$475.00	\$690.00	\$969.00	\$2,612.00	\$1,760.00	\$0.00	\$10,512.00
6	8	3	IB	N/A	San Francisco & Garden		New (2) T-columns 16" x 7'-6" Ht. 7'	N/A	N/A	Map (1)	Inground Mount 32 gl./ \$690 (1)	Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (1)  2-4 (BR 31) \$990 (1)	N/A	
							\$2,332.00	\$0.00	\$0.00	\$475.00	\$690.00	\$969.00	\$2,612.00	\$1,760.00	\$0.00	\$8,838.00






## Transit Bus Stop Enhancement Program to Incorporate & Enhance Bike & Ride Plazas

Item #	District #	Route #	IB / OB	Bench #	Location	Current Picture	Frame & Canopy	Pad	Boarding Pad	Map - Schedule Holders	Trash Receptacle	Bench	Solar Light	Bike Racks	Repair Station	Total Cost
										Aluminum Map Holder = \$ 475	<ul style="list-style-type: none"> <li>• Inground Mount 32 gl./ \$690</li> <li>• Surface Mount 32 gl./ \$679</li> <li>• Pole Mount 10 gl./ \$495</li> </ul>	<ul style="list-style-type: none"> <li>• Diamond 6ft = \$919</li> <li>• Diamond 8ft = \$969</li> <li>• Diamond/Advtz = \$674</li> </ul>	<ul style="list-style-type: none"> <li>• Single = \$2,612</li> <li>• Double = \$2,920</li> </ul>	<ul style="list-style-type: none"> <li>• 2-bike (BR-30) = \$770</li> <li>• 2-4 (BR 31) = \$990</li> </ul>	\$2,975	
7	7	17	OB	27	Cerralvo & Capistran		New (2) T-columns 10" x 6'-0" Ht. 7'	14'-0" X 6'-0"	N/A	Map (1)	Pole Mount 10 gl./ \$495 (1)	Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (1)	N/A	
							\$1,550.00	\$1,428.00	\$0.00	\$475.00	\$495.00	\$969.00	\$2,612.00	\$770.00	\$0.00	\$8,299.00
8	5	12A, 16	OB	249/250	E. Del Mar & Lindenwood		New (3) T-columns 20" x 7'-0" Ht. 7' \$3,100  Planters \$2,000	Fill Dirt \$1,000  25'-0" X 8'-0" \$2,550	4'-0" X 4'-0"	Map (1)	Surface Mount 32 gl./ \$679 (1)	Diamond 6ft \$919 (1) Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (1)  2-4 (BR 31) \$990 (1)	Repair Station (1)	
							\$5,100.00	\$3,550.00	\$1,500.00	\$475.00	\$679.00	\$1,888.00	\$2,612.00	\$1,760.00	\$2,975.00	\$20,539.00
9	5	5	OB	350	Maier & Leal		New (2) T-columns 16" x 5'-0" Ht. 7'	20'-0" X 8'-0"	4'-0" X 4'-0"	Map (1)	Pole Mount 10 gl./ \$495 (1)	Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (1)	N/A	
							\$3,720.00	\$2,040.00	\$1,500.00	\$475.00	\$495.00	\$969.00	\$2,612.00	\$770.00	\$0.00	\$12,581.00






## Transit Bus Stop Enhancement Program to Incorporate & Enhance Bike & Ride Plazas

Item #	District #	Route #	IB / OB	Bench #	Location	Current Picture	Frame & Canopy	Pad	Boarding Pad	Map - Schedule Holders	Trash Receptacle	Bench	Solar Light	Bike Racks	Repair Station	Total Cost
										Aluminum Map Holder = \$475	<ul style="list-style-type: none"> <li>Inground Mount 32 gl./ \$690</li> <li>Surface Mount 32 gl./ \$679</li> <li>Pole Mount 10 gl./ \$495</li> </ul>	<ul style="list-style-type: none"> <li>Diamond 6ft = \$919</li> <li>Diamond 8ft = \$969</li> <li>Diamond/Advtz = \$674</li> </ul>	<ul style="list-style-type: none"> <li>Single = \$2,612</li> <li>Double = \$2,920</li> </ul>	<ul style="list-style-type: none"> <li>2-bike (BR-30) = \$770</li> <li>2-4 (BR 31) = \$990</li> </ul>	\$2,975	
10	5	5	OB	198	Mahe & E. Calton		New (2) T-columns 16" x 5'-0" Ht. 7'	20'-0" X 8'-0"	4'-0" X 4'-0"	Map (1)	Pole Mount 10 gl./ \$495 (1)	Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (1)	N/A	
							\$3,720.00	\$2,040.00	\$1,500.00	\$475.00	\$495.00	\$969.00	\$2,612.00	\$770.00	\$0.00	\$12,581.00
11	2	19	OTRM	257	Royal Oaks & TX-359		New (2) T-columns 16" x 5'-0" Ht. 7'	20'-0" X 5'-0" \$2,040  Retaining Wall \$1,200	4'-0" X 4'-0"	Map (1)	Inground Mount 32 gl./ \$690 (1)	Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (1)	N/A	
							\$3,720.00	\$3,240.00	\$1,500.00	\$475.00	\$690.00	\$969.00	\$2,612.00	\$770.00	\$0.00	\$13,976.00
12	2	8B	IB	182	Cheyenne & Feather		New (2) T-columns 16" x 5'-0" Ht. 7'	20'-0" X 6'-0"	4'-0" X 4'-0"	Map (1)	Inground Mount 32 gl./ \$690 (1)	Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-4 (BR 31) \$990 (1)	N/A	
							\$2,480.00	\$2,040.00	\$1,500.00	\$475.00	\$690.00	\$969.00	\$2,612.00	\$990.00	\$0.00	\$11,756.00





## Transit Bus Stop Enhancement Program to Incorporate & Enhance Bike & Ride Plazas

Item #	District #	Route #	IB / OB	Bench #	Location	Current Picture	Frame & Canopy	Pad	Boarding Pad	Map - Schedule Holders	Trash Receptacle	Bench	Solar Light	Bike Racks	Repair Station	Total Cost
										Aluminum Map Holder = \$ 475	<ul style="list-style-type: none"> <li>• Inground Mount 32 gl./ \$690</li> <li>• Surface Mount 32 gl./ \$679</li> <li>• Pole Mount 10 gl./ \$495</li> </ul>	<ul style="list-style-type: none"> <li>• Diamond 6ft = \$919</li> <li>• Diamond 8ft = \$969</li> <li>• Diamond/Advtz = \$674</li> </ul>	<ul style="list-style-type: none"> <li>• Single = \$2,612</li> <li>• Double = \$2,920</li> </ul>	<ul style="list-style-type: none"> <li>• 2-bike (BR-30) = \$770</li> <li>• 2-4 (BR 31) = \$990</li> </ul>	\$2,975	
13	6	16	IB	227	Del Mar & Bob Bullock		New (3) T-columns 20" x 6'-0" Ht. 7'	25'-0" X 4'-0"	4'-0" X 4'-0"	Map (1)	Inground Mount 32 gl./ \$690 (1)	Diamond 6ft \$919 (1) Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (1) 2-4 (BR 31) \$990 (1)	N/A	
							\$3,100.00	\$2,550.00	\$1,500.00	\$475.00	\$690.00	\$1,888.00	\$2,612.00	\$1,760.00	\$0.00	\$14,575.00
14	8	15	IB	298	Main & Callaghan		New (3) T-columns 20" x 4'-0" Ht. 7'	20'-0" X 4'-0"	4'-0" X 4'-0"	Map (1)	Pole Mount 10 gl./ \$495 (1)	Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-bike (BR-30) \$770 (1)	N/A	
							\$3,100.00	\$2,040.00	\$1,500.00	\$475.00	\$495.00	\$969.00	\$2,612.00	\$770.00	\$0.00	\$11,961.00
15	3	14	IB	235	Soria & Palencia		New (3) T-columns 20" x 4'-0" Ht. 7'	24'-0" X 4'-0"	4'-0" X 4'-0"	Map (1)	Inground Mount 32 gl./ \$690 (1)	Diamond 6ft \$919 (1) Diamond 8ft \$969 (1)	Single \$2,612 (1)	2-4 (BR 31) \$990 (1)	N/A	
							\$3,100.00	\$2,448.00	\$1,500.00	\$475.00	\$690.00	\$1,888.00	\$2,612.00	\$990.00	\$0.00	\$13,703.00



## Transit Bus Stop Enhancement Program to Incorporate & Enhance Bike & Ride Plazas

Item #	District #	Route #	IB / OB	Bench #	Location	Current Picture	Frame & Canopy	Pad	Boarding Pad	Map - Schedule Holders	Trash Receptacle	Bench	Solar Light	Bike Racks	Repair Station	Total Cost
										Aluminum Map Holder = \$ 475	<ul style="list-style-type: none"> <li>• Inground Mount 32 gl./ \$690</li> <li>• Surface Mount 32 gl./ \$679</li> <li>• Pole Mount 10' gl./ \$495</li> </ul>	<ul style="list-style-type: none"> <li>• Diamond 6ft = \$919</li> <li>• Diamond 8ft = \$969</li> <li>• Diamond/Adviz = \$674</li> </ul>	<ul style="list-style-type: none"> <li>• Single = \$2,612</li> <li>• Double = \$2,920</li> </ul>	<ul style="list-style-type: none"> <li>• 2-bike (BR-30) = \$770</li> <li>• 2-4 (BR 31) = \$990</li> </ul>	\$2,975	
16	5	1, 2A, 2B, 15	OB	141	4801 San Dario H-E-B		New (3) T-columns 25" x 8'-0" Ht. 7'	25'-0" X 8'-0"	N/A	Map (1)	Surface Mount 32 gl./ \$679 (1)	Diamond 8ft \$969 (2)	Double \$2,920 (2)	2-4 (BR 31) \$990 (2)	N/A	
							\$3,875.00	\$2,550.00	\$0.00	\$475.00	\$679.00	\$1,938.00	\$5,840.00	\$1,980.00	\$0.00	\$17,337.00
17	7	1, 2A, 2B, 15, 17	IB	N/A	5610 San Bernardo Walmart		New (3) T-columns 25" x 8'-0" Ht. 7'	25'-0" X 8'-0"	N/A	Map (1)	Surface Mount 32 gl./ \$679 (1)	Diamond 8ft \$969 (2)	Double \$2,920 (2)	2-4 (BR 31) \$990 (2)	N/A	
							\$3,875.00	\$2,550.00	\$0.00	\$475.00	\$679.00	\$1,938.00	\$5,840.00	\$1,980.00	\$0.00	\$17,337.00
Transit Bus Stop Enhancement Program to Incorporate & Enhance Bike & Ride Plazas							\$53,477.00	\$32,998.00	\$15,000.00	\$8,075.00	\$10,516.00	\$23,006.00	\$54,088.00	\$21,890.00	\$5,950.00	\$225,000.00



ATTACHMENT

"B"

Letters of Support





# CITY OF LAREDO

## *Office of the City Manager*

June 25, 2018

The Laredo Metropolitan Planning Organization (MPO)  
City of Laredo  
P.O. Box 579  
Laredo, TX 78042

**Re: Laredo Transit System Transportation Alternatives (TA) Set-Aside Program Grant Application**

Dear MPO Members:

We were pleased to learn that the Transportation Alternatives (TA) Set-Aside Program authorized under Federal Fixing America's Surface Transportation Act (FAST) by the Laredo Urban Transportation Study and the Laredo MPO funding announcement for the 2018 Call for Projects in the Laredo Metropolitan Planning Area. It is our desire to submit a \$200,000 thousand dollar grant application for the El Metro ADA Bus Stops and Bike and Ride Plazas Enhancement Project to the Laredo MPO. This project is "fast-paced" requiring only the funding for construction and improvements of Bus Stops.

The Laredo Transit System (El Metro) has been providing public transportation services since 1975. The City of Laredo residents and visitors whom ride our transit vehicles are highly dependent on public transportation for their daily life activities. Trips for these passengers include destinations as employment, educational opportunities, medical, leisure, and grocery shopping. In 2017, El Metro's unlinked passenger trips were three (3) million trips provided and the number of trips is projected to grow in the future. As a result, it is imperative that we plan and request the assistance of the Laredo MPO to support this public transportation service improvement to the growing needs of its community.

We respectfully ask for your support to ensure that this mobility-enhancement project is fund as requested through the current FAST grants; I hereby request your favorable consideration of this application. The City of Laredo is committed to meet the ever growing needs for public transportation. The construction of new state-of-the-art accessible Bus Stops and new Bike & Ride Plazas will have a positive impact on ridership.

Weather protected bus stops, benches, and solar lighting shall entice choice riders to try public transportation. Increase on bus ridership serves as traffic mitigation tool every time a choice rider takes the bus instead of a personal vehicle. Pro-public transportation initiatives benefit both riders and non-riders alike.



Should you need further information, I may be reached at my office at (956)791-7302.

Sincerely,

A handwritten signature in blue ink, appearing to read 'H. De Leon, Jr.', with a stylized flourish at the end.

Horacio A. De Leon, Jr.  
City Manager





June 25, 2018

The Laredo Metropolitan Planning Organization (MPO)  
P.O. Box 579  
Laredo, TX 78042

**Re: Laredo Transit System Transportation Alternatives (TA) Set-Aside Program Grant Application**

Dear MPO Members:

We were pleased to learn that the Transportation Alternatives (TA) Set-Aside Program authorized under Federal Fixing America's Surface Transportation Act (FAST) by the Laredo Urban Transportation Study and the Laredo MPO funding announcement for the 2018 Call for Projects in the Laredo Metropolitan Planning Area. It is our desire to submit a \$200,000 thousand dollar grant application for the El Metro ADA Bus Stops and Bike and Ride Plazas Enhancement Project to the Laredo MPO. This project is "fast-paced" requiring only the funding for construction and improvements of Bus Stops.

The Laredo Transit System (El Metro) has been providing public transportation services since 1975. The City of Laredo residents and visitors whom ride our transit vehicles are highly dependent on public transportation for their daily life activities. Trips for these passengers include destinations as employment, educational opportunities, medical, leisure, and grocery shopping. In 2017, El Metro's unlinked passenger trips were three (3) million trips provided and the number of trips is projected to grow in the future. As a result, it is imperative that we plan and request the assistance of the Laredo MPO to support this public transportation service improvement to the growing needs of its community.

We respectfully ask for your support to ensure that this mobility-enhancement project is fund as requested through the current FAST grants; I hereby request your favorable consideration of this application. The City of Laredo is committed to meet the ever-growing needs for public transportation. The construction of new state-of-the-art accessible Bus Stops and new Bike & Ride Plazas will have a positive impact on ridership.

Weather protected bus stops, benches, and solar lighting shall entice choice riders to try public transportation. Increase on bus ridership serves as traffic mitigation tool every time a choice rider takes the bus instead of a personal vehicle. Pro-public transportation initiatives benefit both riders and non-riders alike. Should you need further information I may be reached at my office at (956)795-2288.

Sincerely,

  
Claudia San Miguel  
General Manager

**1301 Farragut, 3rd Floor  
Laredo, TX 78040  
Phone: 956.795.2280  
Fax: 956.795.2250**

**[elmetrotransit.com](http://elmetrotransit.com)**





# CITY OF LAREDO

*Office of the City Manager*

June 25, 2018

The Laredo Metropolitan Planning Organization (MPO)  
City of Laredo  
P.O. Box 579  
Laredo, TX 78042

**Re: Laredo Transit System Transportation Alternatives (TA) Set-Aside Program Grant Application**

Dear MPO Members,

We were pleased to learn that the Transportation Alternatives (TA) Set-Aside Program authorized under Federal Fixing America's Surface Transportation Act (FAST) by the Laredo Urban Transportation Study and the Laredo MPO funding announcement for the 2018 Call for Projects in the Laredo Metropolitan Planning Area. It is our desire to submit a \$200,000 thousand dollar grant application for the El Metro ADA Bus Stops and Bike and Ride Plazas Enhancement Project to the Laredo MPO. This project is "fast-paced" requiring only the funding for construction and improvements of Bus Stops.

The Laredo Transit System (El Metro) has been providing public transportation services since 1975. The City of Laredo residents and visitors whom ride our transit vehicles are highly dependent on public transportation for their daily life activities. Trips for these passengers include destinations as employment, educational opportunities, medical, leisure, and grocery shopping. In 2017, El Metro's unlinked passenger trips were three (3) million trips provided and the number of trips is projected to grow in the future. As a result, it is imperative that we plan and request the assistance of the Laredo MPO to support this public transportation service improvement to the growing needs of its community.

We respectfully ask for your support to ensure that this mobility-enhancement project is fund as requested through the current FAST grants; I hereby request your favorable consideration of this application. The City of Laredo is committed to meet the ever-growing needs for public transportation. The construction of new state-of-the-art accessible Bus Stops and new Bike & Ride Plazas will have a positive impact on ridership.

Weather protected bus stops, benches, and solar lighting shall entice choice riders to try public transportation. Increase on bus ridership serves as traffic mitigation tool every time a choice rider takes the bus instead of a personal vehicle. Pro-public transportation initiatives benefit both riders and non-riders alike.

Sincerely,

Charlie San Miguel  
Mayor Pro Tempore





# CITY OF LAREDO

*Office of the City Manager*

June 25, 2018

The Laredo Metropolitan Planning Organization (MPO)  
City of Laredo  
P.O. Box 579  
Laredo, TX 78042

**Re: Laredo Transit System Transportation Alternatives (TA) Set-Aside Program Grant Application**

Dear MPO Members,

We were pleased to learn that the Transportation Alternatives (TA) Set-Aside Program authorized under Federal Fixing America's Surface Transportation Act (FAST) by the Laredo Urban Transportation Study and the Laredo MPO funding announcement for the 2018 Call for Projects in the Laredo Metropolitan Planning Area. It is our desire to submit a \$200,000 thousand dollar grant application for the El Metro ADA Bus Stops and Bike and Ride Plazas Enhancement Project to the Laredo MPO. This project is "fast-paced" requiring only the funding for construction and improvements of Bus Stops.

The Laredo Transit System (El Metro) has been providing public transportation services since 1975. The City of Laredo residents and visitors whom ride our transit vehicles are highly dependent on public transportation for their daily life activities. Trips for these passengers include destinations as employment, educational opportunities, medical, leisure, and grocery shopping. In 2017, El Metro's unlinked passenger trips were three (3) million trips provided and the number of trips is projected to grow in the future. As a result, it is imperative that we plan and request the assistance of the Laredo MPO to support this public transportation service improvement to the growing needs of its community.

We respectfully ask for your support to ensure that this mobility-enhancement project is fund as requested through the current FAST grants; I hereby request your favorable consideration of this application. The City of Laredo is committed to meet the ever-growing needs for public transportation. The construction of new state-of-the-art accessible Bus Stops and new Bike & Ride Plazas will have a positive impact on ridership.

Weather protected bus stops, benches, and solar lighting shall entice choice riders to try public transportation. Increase on bus ridership serves as traffic mitigation tool every time a choice rider takes the bus instead of a personal vehicle. Pro-public transportation initiatives benefit both riders and non-riders alike.

Sincerely,

Rudy Gonzalez  
City Councilmember District I





# CITY OF LAREDO

*Office of the City Manager*

June 25, 2018

The Laredo Metropolitan Planning Organization (MPO)  
City of Laredo  
P.O. Box 579  
Laredo, TX 78042

**Re: Laredo Transit System Transportation Alternatives (TA) Set-Aside Program Grant Application**

Dear MPO Members,

We were pleased to learn that the Transportation Alternatives (TA) Set-Aside Program authorized under Federal Fixing America's Surface Transportation Act (FAST) by the Laredo Urban Transportation Study and the Laredo MPO funding announcement for the 2018 Call for Projects in the Laredo Metropolitan Planning Area. It is our desire to submit a \$200,000 thousand dollar grant application for the El Metro ADA Bus Stops and Bike and Ride Plazas Enhancement Project to the Laredo MPO. This project is "fast-paced" requiring only the funding for construction and improvements of Bus Stops.

The Laredo Transit System (El Metro) has been providing public transportation services since 1975. The City of Laredo residents and visitors whom ride our transit vehicles are highly dependent on public transportation for their daily life activities. Trips for these passengers include destinations as employment, educational opportunities, medical, leisure, and grocery shopping. In 2017, El Metro's unlinked passenger trips were three (3) million trips provided and the number of trips is projected to grow in the future. As a result, it is imperative that we plan and request the assistance of the Laredo MPO to support this public transportation service improvement to the growing needs of its community.

We respectfully ask for your support to ensure that this mobility-enhancement project is fund as requested through the current FAST grants; I hereby request your favorable consideration of this application. The City of Laredo is committed to meet the ever-growing needs for public transportation. The construction of new state-of-the-art accessible Bus Stops and new Bike & Ride Plazas will have a positive impact on ridership.

Weather protected bus stops, benches, and solar lighting shall entice choice riders to try public transportation. Increase on bus ridership serves as traffic mitigation tool every time a choice rider takes the bus instead of a personal vehicle. Pro-public transportation initiatives benefit both riders and non-riders alike.

Sincerely,

Vidal Rodriguez  
City Councilmember District II





# CITY OF LAREDO

*Office of the City Manager*

June 25, 2018

The Laredo Metropolitan Planning Organization (MPO)  
City of Laredo  
P.O. Box 579  
Laredo, TX 78042

**Re: Laredo Transit System Transportation Alternatives (TA) Set-Aside Program Grant Application**

Dear MPO Members,

We were pleased to learn that the Transportation Alternatives (TA) Set-Aside Program authorized under Federal Fixing America's Surface Transportation Act (FAST) by the Laredo Urban Transportation Study and the Laredo MPO funding announcement for the 2018 Call for Projects in the Laredo Metropolitan Planning Area. It is our desire to submit a \$200,000 thousand dollar grant application for the El Metro ADA Bus Stops and Bike and Ride Plazas Enhancement Project to the Laredo MPO. This project is "fast-paced" requiring only the funding for construction and improvements of Bus Stops.

The Laredo Transit System (El Metro) has been providing public transportation services since 1975. The City of Laredo residents and visitors whom ride our transit vehicles are highly dependent on public transportation for their daily life activities. Trips for these passengers include destinations as employment, educational opportunities, medical, leisure, and grocery shopping. In 2017, El Metro's unlinked passenger trips were three (3) million trips provided and the number of trips is projected to grow in the future. As a result, it is imperative that we plan and request the assistance of the Laredo MPO to support this public transportation service improvement to the growing needs of its community.

We respectfully ask for your support to ensure that this mobility-enhancement project is fund as requested through the current FAST grants; I hereby request your favorable consideration of this application. The City of Laredo is committed to meet the ever-growing needs for public transportation. The construction of new state-of-the-art accessible Bus Stops and new Bike & Ride Plazas will have a positive impact on ridership.

Weather protected bus stops, benches, and solar lighting shall entice choice riders to try public transportation. Increase on bus ridership serves as traffic mitigation tool every time a choice rider takes the bus instead of a personal vehicle. Pro-public transportation initiatives benefit both riders and non-riders alike.

Sincerely,

Alejandro Perez Jr.  
City Councilmember District III





# CITY OF LAREDO

*Office of the City Manager*

June 25, 2018

The Laredo Metropolitan Planning Organization (MPO)  
City of Laredo  
P.O. Box 579  
Laredo, TX 78042

**Re: Laredo Transit System Transportation Alternatives (TA) Set-Aside Program Grant Application**

Dear MPO Members,

We were pleased to learn that the Transportation Alternatives (TA) Set-Aside Program authorized under Federal Fixing America's Surface Transportation Act (FAST) by the Laredo Urban Transportation Study and the Laredo MPO funding announcement for the 2018 Call for Projects in the Laredo Metropolitan Planning Area. It is our desire to submit a \$200,000 thousand dollar grant application for the El Metro ADA Bus Stops and Bike and Ride Plazas Enhancement Project to the Laredo MPO. This project is "fast-paced" requiring only the funding for construction and improvements of Bus Stops.

The Laredo Transit System (El Metro) has been providing public transportation services since 1975. The City of Laredo residents and visitors whom ride our transit vehicles are highly dependent on public transportation for their daily life activities. Trips for these passengers include destinations as employment, educational opportunities, medical, leisure, and grocery shopping. In 2017, El Metro's unlinked passenger trips were three (3) million trips provided and the number of trips is projected to grow in the future. As a result, it is imperative that we plan and request the assistance of the Laredo MPO to support this public transportation service improvement to the growing needs of its community.

We respectfully ask for your support to ensure that this mobility-enhancement project is fund as requested through the current FAST grants; I hereby request your favorable consideration of this application. The City of Laredo is committed to meet the ever-growing needs for public transportation. The construction of new state-of-the-art accessible Bus Stops and new Bike & Ride Plazas will have a positive impact on ridership.

Weather protected bus stops, benches, and solar lighting shall entice choice riders to try public transportation. Increase on bus ridership serves as traffic mitigation tool every time a choice rider takes the bus instead of a personal vehicle. Pro-public transportation initiatives benefit both riders and non-riders alike.

Sincerely,

  
Alberto Torres, Jr.  
City Councilmember District IV





# CITY OF LAREDO

*Office of the City Manager*

June 25, 2018

The Laredo Metropolitan Planning Organization (MPO)  
City of Laredo  
P.O. Box 579  
Laredo, TX 78042

**Re: Laredo Transit System Transportation Alternatives (TA) Set-Aside Program Grant Application**

Dear MPO Members,


We were pleased to learn that the Transportation Alternatives (TA) Set-Aside Program authorized under Federal Fixing America's Surface Transportation Act (FAST) by the Laredo Urban Transportation Study and the Laredo MPO funding announcement for the 2018 Call for Projects in the Laredo Metropolitan Planning Area. It is our desire to submit a \$200,000 thousand dollar grant application for the El Metro ADA Bus Stops and Bike and Ride Plazas Enhancement Project to the Laredo MPO. This project is "fast-paced" requiring only the funding for construction and improvements of Bus Stops.

The Laredo Transit System (El Metro) has been providing public transportation services since 1975. The City of Laredo residents and visitors whom ride our transit vehicles are highly dependent on public transportation for their daily life activities. Trips for these passengers include destinations as employment, educational opportunities, medical, leisure, and grocery shopping. In 2017, El Metro's unlinked passenger trips were three (3) million trips provided and the number of trips is projected to grow in the future. As a result, it is imperative that we plan and request the assistance of the Laredo MPO to support this public transportation service improvement to the growing needs of its community.

We respectfully ask for your support to ensure that this mobility-enhancement project is fund as requested through the current FAST grants; I hereby request your favorable consideration of this application. The City of Laredo is committed to meet the ever-growing needs for public transportation. The construction of new state-of-the-art accessible Bus Stops and new Bike & Ride Plazas will have a positive impact on ridership.

Weather protected bus stops, benches, and solar lighting shall entice choice riders to try public transportation. Increase on bus ridership serves as traffic mitigation tool every time a choice rider takes the bus instead of a personal vehicle. Pro-public transportation initiatives benefit both riders and non-riders alike.

Sincerely,

  
Roberto Balli  
City Councilmember District VIII

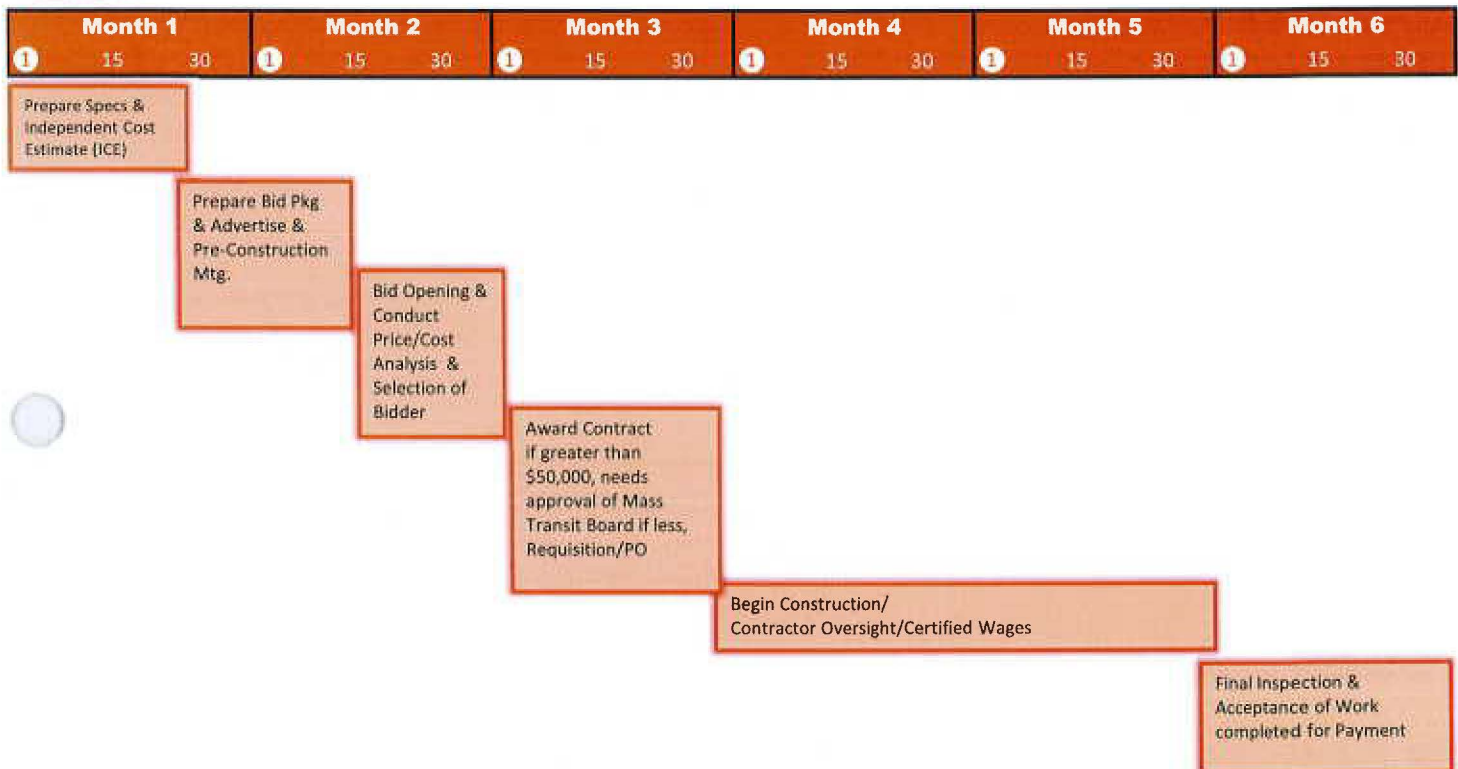


ATTACHMENT  
"PROJECT TIMELINE -C"





## El Metro Passenger Bike & Ride Plaza's Proposed Project Time-Line





ATTACHMENT-D  
BUDGET



## El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project Construction Budget

<i>Major Scope Categories</i>		<i>Totals</i>
<b>Construction Costs (includes Labor)</b>		
1. Frame and Canopy	\$ 53,477.00	
2. Pad	\$ 32,998.00	
3. Boarding Pad	\$ 15,000.00	
4. Map-Schedule Holders	\$ 8,075.00	
5. Trash Receptacles	\$ 10,516.00	
6. Bench	\$ 23,006.00	
7. Solar Lighting	\$ 54,088.00	
8. Bike Racks	\$ 21,890.00	
9. Repair Station	\$ 5,950.00	
Subtotal Major Scope Cost		\$ 225,000.00
10. TxDOT Fee Cost		\$ 25,000.00
(June 20, 2018)	<b>Total</b>	<b>\$ 250,000.00</b>



ATTACHMENT

“E”

Resolution No. 2018-RT-05



**RESOLUTION NO. 2018-RT-05**

**AUTHORIZING THE CITY MANAGER TO SUBMIT A GRANT APPLICATION TO THE LAREDO METROPOLITAN PLANNING ORGANIZATION TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROGRAM FOR 2018 ON FUNDING AUTHORIZED UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT IN THE AMOUNT OF \$250,000 FOR EL METRO BUS STOP AND BIKE PLAZAS ENHANCEMENT PROGRAM; COMMITTING THE CITY OF LAREDO AND LAREDO TRANSIT MANAGEMENT INCORPORATED TO PROVIDING THE REQUIRED LOCAL MATCH OF \$50,000; AND ACKNOWLEDGING THE AVAILABILITY OF FUNDS TO PAY ALL UP FRONT COSTS, SINCE THE TA PROGRAM IS A COST REIMBURSEMENT PROGRAM AS OUTLINED IN THE MPO TRANSPORTATION ALTERNATIVES PROGRAM GUIDANCE AND APPLICATION PACKET FOR 2018 AUTHORIZED UNDER THE FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT.**

**WHEREAS**, the City of Laredo, Texas, authorizes the City Manager to submit a grant application to the Laredo Metropolitan Planning Organization Transportation Alternatives (TA) Set-Aside Program for 2018 on funding authorized under The Fixing America's Surface Transportation (FAST) Act; and

**WHEREAS**, the City of Laredo, Texas, and the Laredo Transit Management Inc. is submitting a grant application to the Laredo Metropolitan Planning Organization Transportation Alternatives (TA) Program funds in the amount of \$250,000 as outlined in the MPO Transportation Alternatives Program Guidance and Application Packet for 2018; and

**WHEREAS**, the City of Laredo, Texas, and the Laredo Transit Management Inc. acknowledges availability of the required local match of 20% and the availability of funds to pay all upfront costs, since the TA Program is a cost reimbursement program.

**NOW THEREFORE, BE IT RESOLVED BY CITY COUNCIL OF THE CITY OF LAREDO THAT:**

**Section 1.** The City of Laredo, Texas does hereby authorize the City Manager to submit a grant application to the Laredo Metropolitan Planning Organization Transportation Alternatives (TA) Set-Aside Program for 2018 on funding authorized under The Fixing America's Surface Transportation (FAST) Act; and

**Section 2.** The City of Laredo, Texas hereby assures the Laredo Metropolitan Planning Organization that sufficient funding for the El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project is available, as the TA Program is a cost reimbursement program; and

**Section 3.** The City of Laredo, Texas hereby assures the Laredo Metropolitan Planning Organization that the Laredo Transit Management Inc. is willing and able to if the El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project is selected for



funding, administer all activities involved with the El Metro ADA Bus Stops and Bicycle Plazas Enhancement Project.

PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR ON THIS THE  
4<sup>th</sup> DAY OF June, 2018.

  
PETE SAENZ  
MAYOR

ATTEST:

  
JOSE A. VALDEZ, JR.  
CITY SECRETARY

APPROVED AS TO FORM:

BY   
 KRISTINA LAUREL HALE  
CITY ATTORNEY









## The 12 Funding Categories are defined as follows:

### CATEGORY 1

#### PREVENTIVE MAINTENANCE AND REHABILITATION

Preventive maintenance and rehabilitation on the existing state highway system, including minor roadway modifications to improve operations and safety; and the installation, rehabilitation, replacement, and maintenance of pavement, bridges, traffic control devices, traffic management systems, and ancillary traffic devices.

### CATEGORY 2

#### METROPOLITAN AND URBAN AREA CORRIDOR PROJECTS

Mobility and added capacity projects along a corridor that improve transportation facilities in order to decrease travel time and the level or duration of traffic congestion, and safety, maintenance, or rehabilitation projects that increase the safe and efficient movement of people and freight in metropolitan and urbanized areas.

### CATEGORY 3

#### NON-TRADITIONALLY FUNDED TRANSPORTATION PROJECTS

Transportation-related projects that qualify for funding from sources not traditionally part of the state highway fund including state bond financing under programs such as Proposition 12 (General Obligation Bonds), Texas Mobility Fund, passthrough toll financing, unique federal funding, regional toll revenue, and local participation funding.

### CATEGORY 4

#### STATEWIDE CONNECTIVITY CORRIDOR PROJECTS

Mobility and added capacity projects on major state highway system corridors which provide statewide connectivity between urban areas and corridors, to create a highway connectivity network composed of the Texas Highway Trunk System, National Highway System, and connections from those two systems to major ports of entry on international borders and Texas water ports.

### CATEGORY 5

#### CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT

Congestion mitigation and air quality improvement area projects to address attainment of a national ambient air quality standard in nonattainment areas of the state.

### CATEGORY 6

#### STRUCTURES REPLACEMENT AND REHABILITATION

Replacement and rehabilitation of deficient existing bridges located on public highways, roads, and streets in the state; construction of grade separations at existing highway and railroad grade crossings; and rehabilitation of deficient railroad underpasses on the state highway system.

### CATEGORY 7

#### METROPOLITAN MOBILITY AND REHABILITATION

Transportation needs within the boundaries of designated metropolitan planning areas of metropolitan planning organizations located in a transportation management area.

### CATEGORY 8

#### SAFETY

Safety-related projects both on and off the state highway system including the federal Highway Safety Improvement Program, Railway-Highway Crossing Program, Safety Bond Program, and High Risk Rural Roads Program.

### CATEGORY 9

#### TRANSPORTATION ALTERNATIVES PROGRAM

Transportation-related activities as described in the Transportation Alternatives Set-Aside Program, such as on and off-road pedestrian and bicycle facilities, and infrastructure projects for improving access to public transportation.

### CATEGORY 10

#### SUPPLEMENTAL TRANSPORTATION PROJECTS

Transportation-related projects that do not qualify for funding in other categories, including landscape and aesthetic improvement, erosion control and environmental mitigation, construction and rehabilitation of roadways within or adjacent to state parks, fish hatcheries, and similar facilities, replacement of railroad crossing surfaces, maintenance of railroad signals, construction or replacement of curb ramps for accessibility to pedestrians with disabilities, and miscellaneous federal programs.

### CATEGORY 11

#### DISTRICT DISCRETIONARY

Projects eligible for federal or state funding selected at the district engineer's discretion.

### CATEGORY 12

#### STRATEGIC PRIORITY

Projects with specific importance to the state including those that generally promote economic opportunity, increase efficiency on military deployment routes or retain military assets in response to the federal military base realignment and closure reports, and maintain the ability to respond to both manmade and natural emergencies.



## Funding Category

## Funding Distribution

## 8 - Safety

Projects selected statewide by federally mandated safety indices and prioritized listing. Projects selected in the Systemic Widening Program are evaluated by roadway safety features for preventable severe crash types using total risk factor weights. The Texas Transportation Commission allocates funds through the Statewide Allocation Program.

## 9 - Transportation Alternatives Program

For urbanized areas with populations over 200,000, the MPO through a competitive process selects Transportation Alternatives Set-Aside Program (TA Set-Aside) projects in consultation with TxDOT. Funds allocated to small urban areas and non-urban areas (i.e., areas with populations below 200,000) are administered by TxDOT through a competitive process to be managed by the Public Transportation Division (PTD). TAP project eligibility is determined by TxDOT and FHWA. TxDOT staff makes recommendations to the Texas Transportation Commission for TAP allocation to areas less than 200,000 population. The Texas Transportation Commission, by written order, selects projects for funding under a TxDOT-administered TAP call for projects. Statewide TAP Flex projects are selected by the Texas Transportation Commission.

## 10 - Coordinated Border Infrastructure Program (CBI), Congressional High Priority Projects, and Federal Lands Access Program (FLAP)

CBI projects selected by districts with FHWA review and approval. Discretionary funds are congressionally designated. In FLAP, project applications are scored and ranked by the Programming Decision Committee (PDC). Members of the PDC include a representative from FHWA, a representative from TxDOT, and a member from a political subdivision of the state. Projects selected under FLAP are managed by TPP.

## 10 - Supplemental Transportation Projects: State Park Roads, Railroad Grade Crossing Replanking, Railroad Signal Maintenance, Landscape Incentive Awards, Green Ribbon Landscape Improvement, and Curb Ramp Program

The Texas Parks and Wildlife Department (TPWD) selects State Park Roads projects in coordination with districts. The TxDOT Rail Division in coordination with districts selects Railroad Grade Crossing Replanking and Railroad Signal Maintenance projects. Landscape Incentive Awards are distributed to 10 locations based on the results of the Keep Texas Beautiful Awards Program and managed by the TxDOT Design Division. Green Ribbon allocations are based on one-half percent of the estimated letting capacity for the TxDOT districts that contain air quality non-attainment or near non-attainment counties and managed by the TxDOT Design Division. Curb Ramp Program projects are selected based on conditions of curb ramps or the location of intersections without ramps, and are managed by the Design Division.

## 11 - District Discretionary

Projects selected by districts. The Texas Transportation Commission allocates funds through a formula allocation program. A minimum \$2.5 million allocation goes to each district per legislative mandate. The Commission may supplement the funds allocated to individual districts on a case-by-case basis to cover project cost overruns, as well as energy sector initiatives.

## 12 - Strategic Priority

The Texas Transportation Commission selects projects.



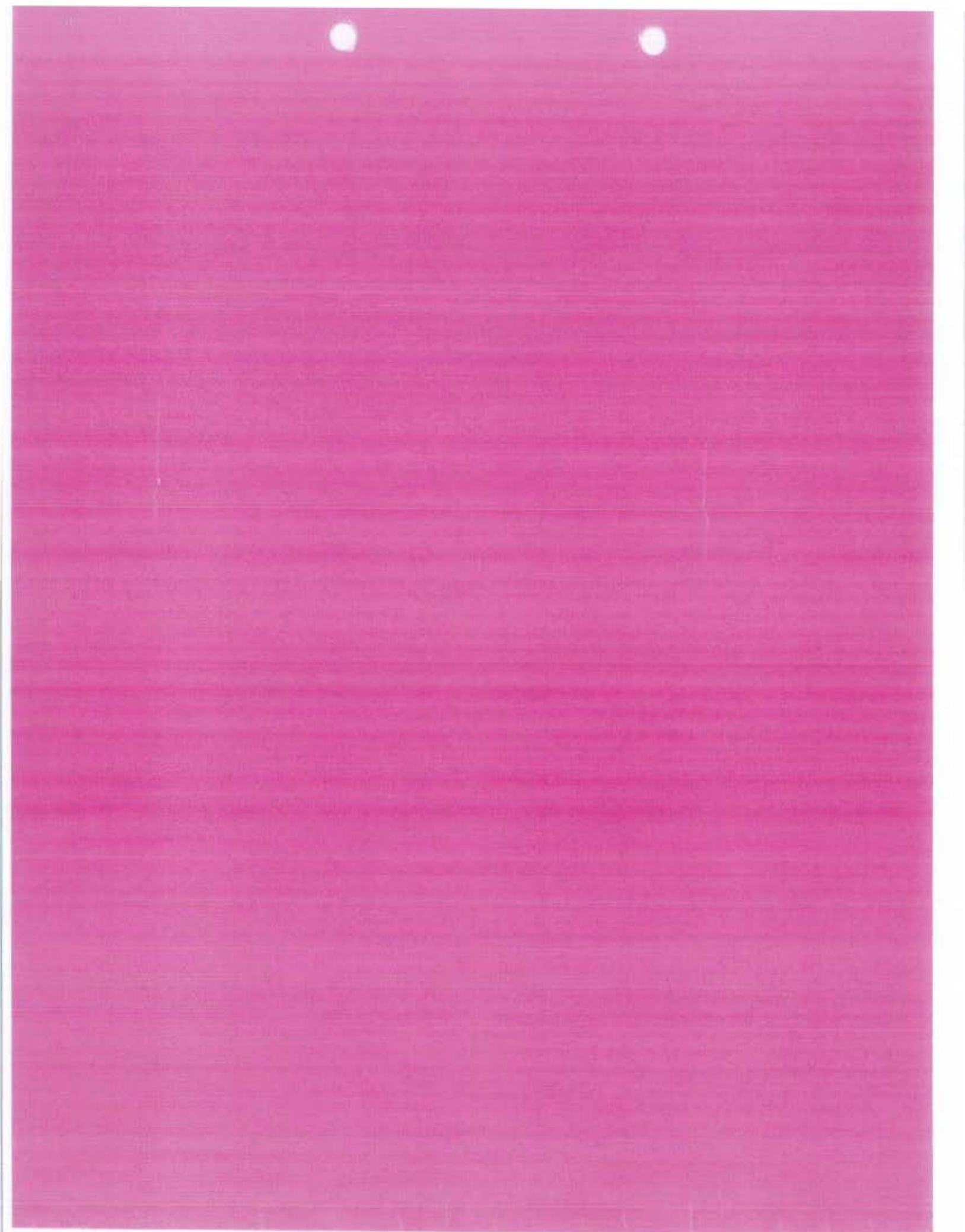
### Category 9: Transportation Alternatives Set Aside Program

Division/CPO/Division	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
ABT - Abilene MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AMA - Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
ATL - Amarillo MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AUS - CAMPO TMA	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	2,460,000	24,600,000
BMT - BMT MPO	9,360,000	9,360,000	9,360,000	9,360,000	9,360,000	9,360,000	9,360,000	9,360,000	9,360,000	9,360,000	9,360,000	9,360,000	9,360,000	9,360,000	93,600,000
BRY - Bryan-College Station MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CRP - Corpus Christi TMA	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	580,000	5,800,000
DAL - FTW & PAR MPO	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	9,930,000	99,300,000
ELP - El Paso TMA	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	1,400,000	14,000,000
EPD - El Paso TMA	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	4,300,000
LEB - Lubbock TMA	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	430,000	4,300,000
ODA - Permian Basin MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PAR - Sherman-Denison MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PHR - Harlingen-San Benito MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PHR - Hidalgo County TMA	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	1,320,000	13,200,000
PHR - Brownsville TMA	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	3,900,000
SAT - San Antonio MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BAT - BATA MPO	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	3,180,000	31,800,000
TYL - Tyler MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TYL - Longview MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WAC - Waco TMA	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	390,000	3,900,000
WAC - Waco MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WFB - Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
WFB - Wichita Falls MPO	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FTW - FTW	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	15,600,000	156,000,000
TAP - TAP	15,490,000	15,490,000	15,490,000	15,490,000	15,490,000	15,490,000	15,490,000	15,490,000	15,490,000	15,490,000	15,490,000	15,490,000	15,490,000	15,490,000	154,900,000
Statewide	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Statewide Unallocated	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 60,960,000</b>	<b>\$ 609,600,000</b>

Notes:

TSA allocations represent the TAP Distribution to CPOs with urbanized area population over 285,000. The CPOs through a competitive process select TAP projects in consultation with TxDOT.









# **Transportation Alternatives (TA) Set-Aside Program Application Guidelines**

**2018 CALL FOR PROJECTS**

**THE LAREDO URBAN TRANSPORTATION STUDY (LUTS)  
METROPOLITAN PLANNING ORGANIZATION (MPO)**

**NOMINATION PACKAGES DUE BY:  
4:00 PM, MONDAY, JULY 2<sup>ND</sup>, 2018**

**IMPORTANT:** Federal FAST Act funds have very specific requirements for program management along with detailed reporting. If you are unfamiliar with Federal regulations and program requirements, or have not received federal funds administered by TxDOT in the past, please review the documents associated with this Call for Projects to determine if your agency is willing, and has the institutional capacity, to comply with the required terms and conditions.



Project proposals must be received by 4:00 pm, Central Standard Time, on MONDAY, JULY 2<sup>ND</sup>, 2018.

The Laredo MPO must have the submitted application "in hand" at the City of Laredo, City Secretary offices by the application deadline. A postmark by the established deadline does not constitute an on-time application. In addition, supplemental information, other than administrative clarifications, will not be accepted after the application deadline. Incomplete applications or those not submitted by the deadline will not be accepted. Project sponsors are encouraged to submit their proposals far enough in advance of the submission deadline to allow Laredo MPO staff to review proposals for completeness.

Project proposals must consist of ten (10) original hard copies (including attachments) and one (1) electronic copy of all files on a CD, or USB drive.

Project proposals should be mailed or hand-delivered to:

Mail  
Laredo MPO  
Attn: City Secretary  
City of Laredo  
P.O. Box 579  
Laredo, TX 78042-0579

Physical Location  
Laredo MPO  
Attn: City Secretary  
City of Laredo  
3<sup>rd</sup> Floor City Hall  
1110 Houston St.  
Laredo, Texas 78040

The information in this application is public record. Therefore, applicants should not include information regarded as confidential. .

### Table of Contents

- A. Program Overview for the Laredo MPO area
- B. Eligible TA-SET ASIDE PROGRAM Project Categories for the Laredo MPO area
- C. Eligible Entities to Receive TA-SET ASIDE PROGRAM Funds
- D. Funding and Match Requirements for the MPO area
- E. Program Call Sequence of Events
- F. Project Implementation



## **A. PROGRAM OVERVIEW (for the Laredo MPO area)**

The TA Set-Aside program is authorized under the current transportation bill - Fixing America's Surface Transportation Act (FAST Act). The TA Set-Aside Program is similar to the former Transportation Alternatives, Transportation Enhancements, and Safe Routes to School programs.

**Be aware that the program rules have undergone changes since the 2012/2013 Transportation Enhancement Program Call by the Texas Department of Transportation (TxDOT).**

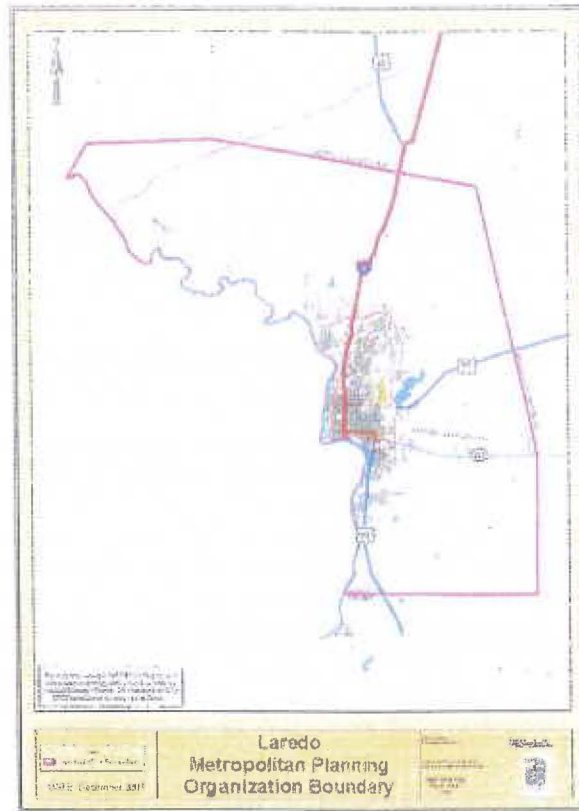
Please study the rules and become familiar with all of the program requirements for the Transportation Alternative (TA) – Set Aside Program - for the Laredo MPO Planning Area. General types of projects eligible under Transportation Alternative (TA) – Set Aside Program for the Laredo MPO planning area include: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, improved safety and access to schools, and boulevards and similar multi-modal roadways.

The Federally funded Transportation Alternative (TA) – Set Aside Program offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The Transportation Alternative (TA) – Set Aside Program focuses on non-traditional transportation projects. Transportation Alternative (TA) – Set Aside Program projects must relate to surface transportation and be eligible under one or more of the qualifying categories.

Approximately \$344,000 is anticipated to be available to fund Transportation Alternative (TA) – Set Aside Program projects in the Laredo Metropolitan Planning Area for fiscal year 2018. Said funds require a 20% match, or \$86,000 in matching funds, totaling \$430,000 in total project costs. The MPO Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO Planning Area through a competitive process. The Laredo Metropolitan Planning Area includes the entire City of Laredo, and portions of Webb County



## Laredo Metropolitan Planning Area



The following list is not all inclusive; however it identifies the most basic program facts. Please contact the Laredo MPO early in the process for questions related to submitting a nomination package.

- There is no limitation on the number of applications that may be submitted by an eligible entity. However, entities submitting more than one application must rank the projects by priority. In addition, a separate resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided for each submitted application.
- Federal guidance states that projects must be principally for transportation rather than purely recreational and must have logical endpoints. For example, if a project proposes a looped trail system within a city park, this would be considered recreational and would not be considered eligible.
- Consistent with other Federal-aid highway programs, Transportation Alternative (TA) – Set Aside Program funds are administered by TxDOT. After project selection, a determination will be made as to whether the project will be administered by TxDOT or the local entity.
- The Transportation Alternatives (TA) Set Aside Program is not a grant. The funds provided are on a cost reimbursement basis. Therefore, it is important to understand that the applicant will need adequate cash flow to accommodate the payment of 100 percent of the project costs. Applicants will be reimbursed with the Federal portion after the work has been accomplished.



- The local match must be cash. A resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided with the application. In certain limited circumstances in-kind contributions non-cash donations may be considered but only after consultation with FHWA and TxDOT. Consultation should occur prior to application submission.
- The eligible entity project sponsor is responsible for any and all cost overruns.
- The Laredo MPO Policy Committee will approve all final projects and funding levels. Itemized budgets submitted for Transportation Alternative (TA) – Set Aside Program funding will be reviewed by the Federal Highway Administration (FHWA), TxDOT, and the Laredo MPO to ensure work activities are eligible and itemized costs are reasonable. Based on available funds, project application requests for Transportation Alternative (TA) – Set Aside Program funds may not be fully funded.
- **Prior to Project Letting.** Applicants must have a fully executed Advanced Funding Agreement (AFA) with the Laredo TxDOT District and comply with all applicable state and federal requirements related to the development of federal-aid highway projects. The AFA must be executed within one year from the date of selection by the MPO Policy Committee or risk loss of federal funding.
- **Administrative Fee.** TxDOT may impose an administrative fee of up to 15% of the project cost. The fee is an eligible expense covered with awarded funds but for which applicants must account when calculating the availability of funds for construction.
- **Selected projects must be included in the MPO's Transportation Improvement Program and the Statewide Transportation Improvement Program prior to project letting.**
- **Commence Construction.** Transportation Alternative (TA) – Set Aside Program Projects must advance to construction within three years from the date of selection by the MPO Policy Committee or risk loss of federal funding.
- **All on-system projects must follow TxDOT procedures.**
- **Regardless of whether the projects are located within the right-of-way of a Federal-aid highway, the treatment of projects will require:** project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), Buy America, and competitive bidding.
- **Projects should benefit the general public, and not only a private entity.**



## **B. ELIGIBLE TRANSPORTATION ALTERNATIVE (TA) – SET ASIDE PROGRAM PROJECT CATEGORIES (for the Laredo MPO area)**

The Federally funded Transportation Alternative (TA) – Set Aside Program offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The Transportation Alternative (TA) – Set Aside Program categories set forth below are eligible for application in the 2018 Call for Projects- for the Laredo MPO area.

### **1. Provision of Facilities for Active Transportation (pedestrians and bicycles)**

Active transportation projects are those that make non-motorized transport safe, convenient, and appealing. Such projects eligible for Transportation Alternative (TA) – Set Aside Program funding include the following activities as defined in 23 U.S.C. 101(a)(29) or 213, as such provisions were in effect on the day before the date of enactment of the FAST Act.

- a. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic-calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
- b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- d. Construction of turnouts, overlooks, and viewing areas.

### **2. Community Improvement Activities**

- a. Inventory, control, or removal of outdoor advertising.
- b. Landscaping and other scenic beautification. Under the "Community Improvement Activities" category, projects such as streetscaping and corridor landscaping may be eligible under this program if selected through the required competitive process.

### **3. Urban Thoroughfares/Boulevards**

Transportation Alternative (TA) – Set Aside Program funds are eligible for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways, often parallel to freeway facilities. Transportation Alternative (TA) – Set Aside Program projects are not required to be located along Federal-aid highways.

For purposes of the this Call for Projects, this category includes urban thoroughfares/boulevard roadways typically located in urban environments with low traffic speeds and designed with multi-modes of transportation including motor vehicles, bicyclists, pedestrians, and transit. These projects are context sensitive in design and consistent with the recommended practices set forth by the Institute of Transportation Engineers (ITE) *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, often including "walkable" streetscapes with



pedestrian and transit user accommodations, on-street parking, and other amenities and design elements suitable for the adjoining land uses.

A boulevard is defined as a:

- Walkable, low-speed (35mph or less) divided arterial thoroughfare in urban environments designed to carry both through traffic and local traffic, pedestrians and bicyclists.
- Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips, and provide pedestrian access to land. Boulevards may be high-ridership transit corridors.
- Boulevards are primary goods movement and emergency response routes and use vehicular and access management techniques.
- Curb parking is encouraged on boulevards.

Source: ITE: Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, page 52.

In accordance with FHWA guidance, an eligible "boulevard" project should demonstrate some of the following elements:

- Traffic-calming measures
- Context-sensitive bicycle and pedestrian facilities
- Compliance with accessibility requirements and guidelines
- Promotion of transit corridor through additional protected stops and routes
- Environmentally efficient lighting and water-saving systems

#### **4. Provision of Facilities that Improve Safety and Access to Schools (Infrastructure and non- infrastructure)**

The Safety and Access to Schools project category includes the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school. For purposes of this Call for Projects, this category includes similar "Active Transportation" category projects that improve safety and access to any public or private school including elementary, secondary, and higher education institutions.

##### **a. Infrastructure-related projects.**

[http://www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school/guidance/#toc123542197](http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542197)

Eligible infrastructure-related projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including:

- Sidewalk improvements
- Traffic-calming and speed-reduction improvements
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities
- Traffic diversion improvements in the vicinity of schools (Section 1404(f)(1)(A))

Some examples of Infrastructure Related projects are:



- Sidewalk improvements: new sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, curbs, gutters, and curb ramps.
- Traffic calming and speed reduction improvements: roundabouts, bulb-outs, speed humps, raised crossings, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, automated speed enforcement, and variable speed limits.
- Pedestrian and bicycle crossing improvements: crossings, median refuges, raised crossings, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, and pedestrian activated signal upgrades), and sight distance improvements.
- On-street bicycle facilities: new or upgraded bicycle lanes, widened outside lanes or roadway shoulders, geometric improvements, turning lanes, channelization and roadway realignment, traffic signs, and pavement markings.
- Off-street bicycle and pedestrian facilities: exclusive multi-use bicycle and pedestrian trails and pathways that are separated from a roadway.
- Secure bicycle parking facilities: bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters.
- Traffic diversion improvements: separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and traffic diversion away from school zones or designated routes to a school.
- **(The above listing is not inclusive of all eligible projects)**

#### Project Location

For infrastructure projects, public funds must be spent on projects within the public right of way. This may include projects on private land that have public access easements. Public property includes lands that are owned by a public entity, including those lands owned by public school districts. Construction and capital improvement projects also must be located within approximately two miles of a primary or middle school (grades K-8). Schools with grades that extend higher than grade 8, but which include grades that fall within the eligible range, are eligible to receive infrastructure improvements.

#### b. Non-infrastructure-related activities.

[http://www.fhwa.dot.gov/environment/safe\\_routes\\_to\\_school/guidance/##toc123542199](http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/##toc123542199)

Eligible non-infrastructure activities *are* activities to encourage walking and bicycling to school, including:

- public awareness campaigns and outreach to press and community leaders
- traffic education and enforcement in the vicinity of schools
- student sessions on bicycle and pedestrian safety, health, and environment

Safety and educational activities for pedestrians and bicyclists is not an eligible activity, except for activities targeting children in kindergarten through 8th grade.

Some examples of Non-Infrastructure Related projects are:

- Creation and reproduction of promotional and educational materials.
- Bicycle and pedestrian safety curricula, materials and trainers.



- Training, including SRTS training workshops that target school- and community-level audiences.
- Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- Mailing costs.
- Costs for additional law enforcement or equipment needed for enforcement activities.
- Equipment and training needed for establishing crossing guard programs.

(The above listing is not inclusive of all eligible projects)

#### Project Location

Traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (grades K – 8). Other eligible activities under the non-infrastructure portion of the SRTS Program do not have a location restriction. Education and encouragement activities are allowed at private schools as long as other non-infrastructure program criteria are fulfilled.

**NOTE:** In accordance with FAST Act, Transportation Alternative (TA) – Set Aside Program funds cannot be used for the following elements of Eligible Projects and also cannot be counted toward the minimum local funding match:

- Promotional activities, except as permitted under SRTS (non-Infrastructure implementation activities related to education, encouragement, and enforcement)
- General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.
- Routine maintenance and operations

#### **C. ENTITIES ELIGIBLE TO RECEIVE TRANSPORTATION ALTERNATIVE (TA) – SET ASIDE PROGRAM FUNDS**

The Eligible Entities to receive Transportation Alternative (TA) – Set Aside Program funds are:

- Local governments
- Regional transportation authorities
- Transit agencies
- School districts, local education agencies, or schools
- Tribal governments
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails

Nonprofit organizations are not eligible as direct grant recipients for Transportation Alternative (TA) – Set Aside Program funds. However, nonprofits are allowed to partner with an eligible entity on a Transportation Alternative (TA) – Set Aside Program projects.



## D. FUNDING AND MATCH REQUIREMENTS (for the Laredo MPO area) Funding

### Target

The Laredo MPO Policy Committee has established the following funding target \$344,000 as the maximum funding award per project in the Laredo MPO planning area. There is no limitation on the number of project awards per Eligible Entity receiving Transportation Alternative (TA) – Set Aside Program funds. However, Eligible Entities must provide proof of local match funding availability for each of the Entity's submitted project applications.

### Minimum Local Match Requirements

The Laredo MPO Policy Committee has established a 20% minimum local match requirement. The **local match must be cash except that in certain limited circumstances in-kind contributions non-cash donations may be considered but only after consultation with FHWA and TxDOT**

For most Transportation Alternative (TA) – Set Aside Program projects, including Safe Routes to Schools (SRTS) projects funded with Transportation Alternative (TA) – Set Aside Program funds, the Federal share is the same as for the general Federal aid highway program: 80 percent Federal/20 percent Local.

## E. PROGRAM CALL SEQUENCE OF EVENTS

### Nomination Submission to the Laredo MPO

Project nominations must be coordinated with and delivered to City of Laredo, City Secretary's office before the deadline. Project nominators are limited to local entities eligible to receive and manage Federal transportation funds.

### Evaluation and Selection Process

The Laredo MPO Staff will review each project to ensure that all of the requested documentation has been included. Nomination packages failing to include any of the requested documentation will be considered incomplete and will not be given further consideration. The Laredo MPO will coordinate Federal eligibility with TxDOT and FHWA.

The Laredo MPO will evaluate eligible projects that are submitted by eligible entities through a competitive process for the Laredo MPO area. Recommended projects and specific funding allocations under the competitive process will be provided to the MPO Policy Committee. The MPO Policy Committee will make final selection of projects and funding allocations. The Laredo MPO will notify all selected project nominating entities. Consistent with other Federal-aid highway programs, Transportation Alternative (TA) – Set Aside Program funds are administered by TxDOT.

Through this program, the Laredo MPO Policy Committee seeks to prioritize investments in multi-modal transportation projects including facilities for pedestrians, bicyclists, and other non-drivers. Projects submitted under this Call for Projects will be evaluated to identify the projects or programs that represent the best use of available Transportation Alternative (TA) – Set Aside Program funds by implementing the priorities adopted by the MPO Policy Committee and the transportation needs of local communities and the region. Project evaluations applications submitted for this Call for Projects will be based on evaluation criteria, scoring points, and other factors as approved by the Laredo MPO Policy Committee and listed on the following page.



Evaluation Category	Scoring (pts)	Description	Factors
Making Network Linkages and Connections	25	Improves connections between neighborhoods, and community facilities	<ul style="list-style-type: none"> <li>➤ Network continuity (gap closures, extension of facilities)</li> <li>➤ Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)</li> </ul>
Implementing Active Transportation and Mobility Plan	20	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	<ul style="list-style-type: none"> <li>➤ Implements a planned facility in <u>any</u> local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body</li> </ul>
Improving Safety	15	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	<ul style="list-style-type: none"> <li>➤ Improving safety in areas with high numbers of crashes</li> <li>➤ Improving crossings, signalization, traffic calming</li> <li>➤ Provides separate facilities for various transportation modes</li> </ul>
Reducing Barriers	10	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other non-drivers at an existing obstacle to travel	<ul style="list-style-type: none"> <li>➤ Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)</li> </ul>
Connecting to Employment, Households, and Activity Centers	10	Provides access to major destinations and large number of residents or employees	<ul style="list-style-type: none"> <li>➤ Proximity to employment districts, schools, households, and other special generators</li> <li>➤ Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)</li> </ul>
Providing Environmental Benefits	10	Helps reduce congestion and improves air quality	<ul style="list-style-type: none"> <li>➤ Congestion and air quality benefits</li> <li>➤ Benefits and impacts to the environment</li> </ul>
Serving Disadvantaged (Environmental Justice) Areas	5	Provides access in underserved communities	<ul style="list-style-type: none"> <li>➤ Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average</li> </ul>
Creating Economic Dev. Opportunities	5	Results in benefits exceeding costs	<ul style="list-style-type: none"> <li>➤ Investment provides increased benefit to the community and the region through revitalization, redevelopment, and job creation</li> </ul>
<b>Total</b>	<b>100</b>		
Project Readiness and Other Factors (additional bonus)	15	Project readiness/ability to initiate construction quickly	<ul style="list-style-type: none"> <li>➤ Associated with TxDOT proposed "off-system" roadways</li> <li>➤ Status of stakeholder/community feedback and support</li> <li>➤ Status of engineering/design</li> <li>➤ Status of environmental approvals (if applicable)</li> <li>➤ Additional local funding overmatch</li> <li>➤ Geographic distribution</li> </ul>



## F. PROJECT IMPLEMENTATION

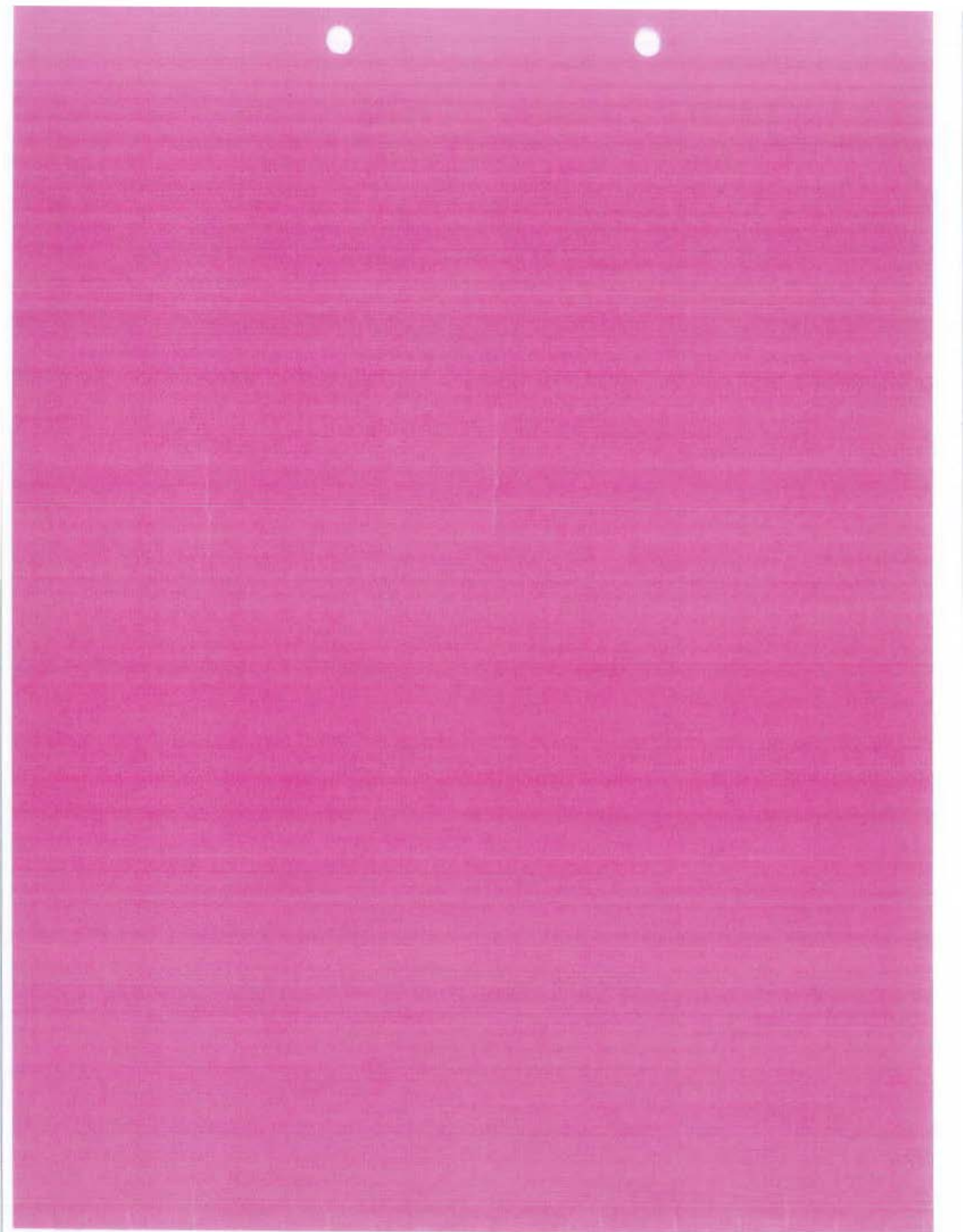
Projects must be developed as approved by the Laredo MPO Policy Committee and as included in the project agreement with TxDOT. Changes in items of work or project scope that occur without advance TxDOT approval will not be reimbursed. The construction contractor will, in all cases, be chosen through a competitive bidding process approved by TxDOT. The contract will be awarded to the lowest responsive bidder.

Please remember that the project may be eliminated from the program if:

- Implementation of the project would involve significant deviation from the activities as proposed in the nomination form;
- A construction contract has not been awarded or construction has not been initiated by the local entity within four years from the date of selection; or
- The project agreement is not executed with TxDOT within one (1) year after the project is selected by the Laredo MPO Policy Committee.

The Laredo MPO Policy Committee reserves the right to remove funding from a project for which the local sponsor is unable or unwilling to sign an agreement to implement the project or cannot provide the required minimum local match.







U.S. Department of Transportation  
**Federal Highway Administration**  
 1200 New Jersey Avenue, SE  
 Washington, DC 20590  
 202-366-4000

## Fixing America's Surface Transportation Act or "FAST Act"

# TRANSPORTATION ALTERNATIVES

Fiscal year	2016	2017	2018	2019	2020
Authorization	\$835 M	\$835 M	\$850 M	\$850 M	\$850 M

## Program purpose

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of Surface Transportation Block Grant (STBG) program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

## Statutory citation

FAST Act § 1109; 23 U.S.C. 133(h)

## Funding features

### Type of budget authority



Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

### **Source and apportionment of funds**

The FAST Act directs the Secretary to set aside, for TA, an amount from each State's STBG apportionment, such that—

- The State receives a share of the national total TA funding that is determined by multiplying the amount of the national total TA funding by the ratio that the amount of FY 2009 transportation enhancements (TE) funding to the State bears to the total amount of TE funds apportioned to all States in FY 2009; and
- The national total for TA is \$835 million per year for FYs 2016 and 2017 and \$850 million in FYs 2018-2020.

### **Suballocation**

A portion of transportation alternatives funding is suballocated based on population, in a manner identical to funding under the prior TAP. [23 U.S.C. 133(h)(2)]

### **Set-aside of funds**

Unless the Governor opts out in advance, for each fiscal year FHWA is to set aside for the State's Recreational Trails Program (RTP) an amount of TA funds equal to the State's FY 2009 RTP apportionment. FHWA administers this set-aside identically to the RTP set-aside under the prior TAP. [23 U.S.C. 133(h)(5) and (6), 23 U.S.C. 206]

### **Transferability to other Federal-aid apportioned programs**

A State may transfer to the National Highway Performance Program, National Highway Freight Program, the STBG Program, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program up to 50% of TA funds made available each fiscal year for TA projects in any area of the State. Suballocated funds distributed by population or set-aside for RTP are not transferable to other apportioned programs. [23 U.S.C. 126]



## Federal share

As a general rule, the Federal share for TA is in accordance with 23 U.S.C. 120. However, the Federal share for projects under the RTP set-aside is determined in accordance with 23 U.S.C. 206(f). (See the “Federal Share” fact sheet for additional detail.)

## Eligible activities

Generally, TA eligibilities are the same as those under the prior TAP, except the FAST Act—

- newly allows an urbanized area with a population of more than 200,000 to use up to 50% of its suballocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects); and [23 U.S.C. 133(h)(6)(B)]
- eliminated TAP’s “Flexibility of Excess Reserved Funding” provision (which allowed the use of excess TAP funds for any TAP-eligible activity or for projects eligible under the Congestion Mitigation and Air Quality Improvement Program).

## Program features

As under TAP, the FAST Act requires all TA projects to be funded through a competitive process. Eligible applicants include all entities that were eligible to apply for TAP funds. The FAST Act also allows nonprofit entities responsible for the administration of local transportation safety programs to apply.

The FAST Act newly requires States and metropolitan planning organizations (MPOs) to report annually to DOT on project applications and projects that are awarded TA funding (including the RTP set-aside). DOT must make these reports available to the public.

Except as specified above, FHWA administers the TA set-aside identically to funding under the prior TAP, including—

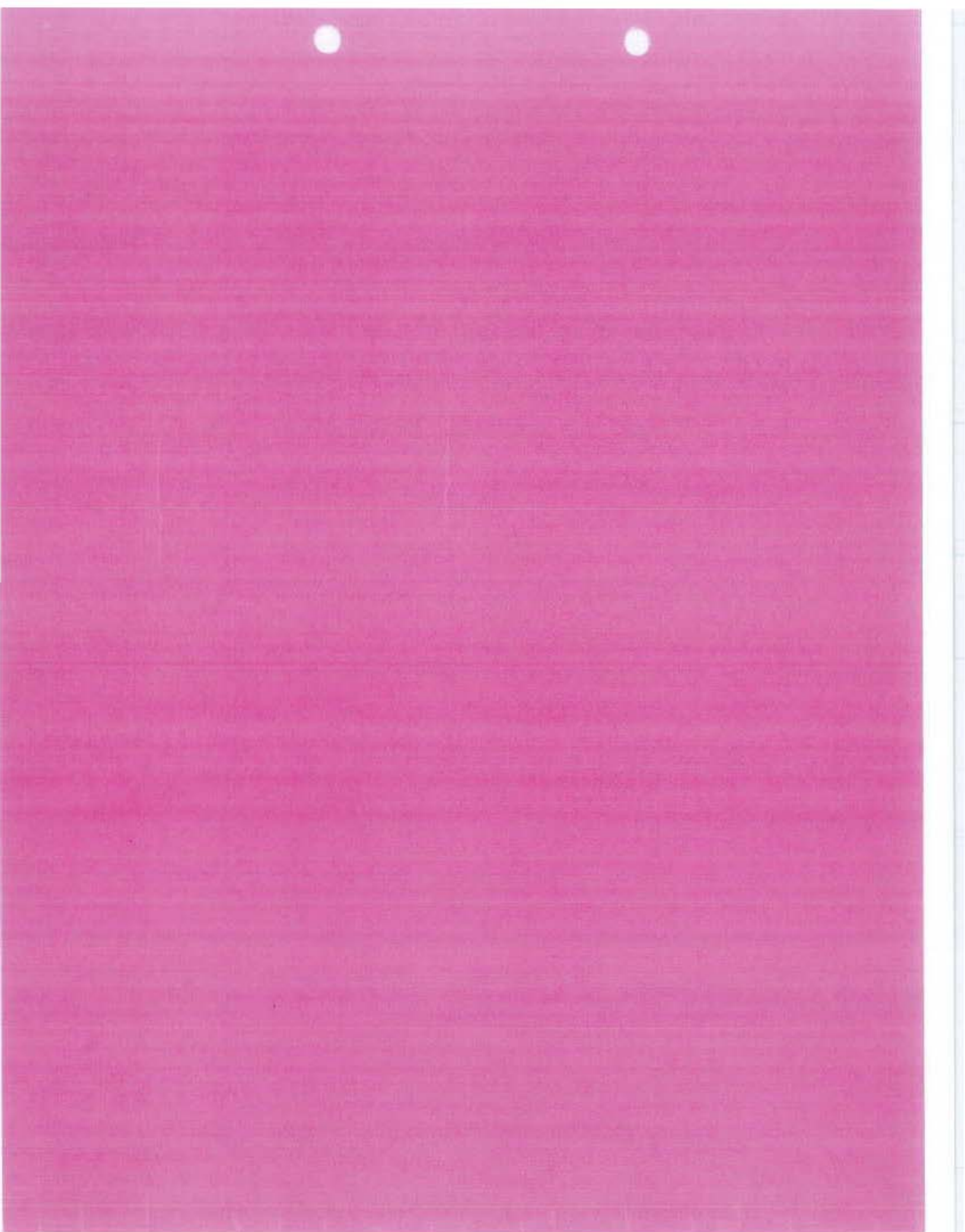


- the relative roles of State DOTs (which generally administer TA funding) and MPOs that represent urbanized areas with populations of more than 200,000 (which are involved in project selection); and
- the requirement that each TA-funded project (except for those funded under the RTP set-aside) be treated as a project on a Federal-aid highway.

February 2016

Page last modified on February 8, 2017









U.S. Department  
of Transportation  
Federal Highway  
Administration

# Memorandum

Subject: INFORMATION: Transportation Alternatives  
(TA) Set-Aside Implementation Guidance  
(Revised by the FAST Act)

Date: May 13, 2016

From: / Original signed by /  
Gloria M. Shepherd  
Associate Administrator for Planning,  
Environment, and Realty

In Reply Refer To:  
HEPH-10

To: Division Administrators  
Directors of Field Services

On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act into law (Pub. L. 114-94). The FAST Act replaced the Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG). For administrative purposes, the Federal Highway Administration (FHWA) will refer to these funds as the TA Set-Aside. The attached TA Set-Aside Implementation Guidance provides information on funding, eligible activities, and requirements of the TA Set-Aside, including the Recreational Trails Program (RTP).

This memorandum supersedes the Transportation Alternatives Program (TAP) Guidance, dated March 6, 2014, and the TAP Questions and Answers Revision, dated August 17, 2015. The effective date of this TA Set-Aside Implementation Guidance is October 1, 2015. The TA Set-Aside requirements, in effect on October 1, 2015, will apply to all related funding obligated on or after that date, whether funded from new TA Set-Aside authorizations or TAP funds authorized in previous years.

This document will be accessible on the FAST Act website <http://www.fhwa.dot.gov/fastact/>, through the FHWA Policy and Guidance Center, the Transportation Alternatives website [http://www.fhwa.dot.gov/environment/transportation\\_alternatives/](http://www.fhwa.dot.gov/environment/transportation_alternatives/), and the RTP website at [http://www.fhwa.dot.gov/environment/recreational\\_trails/](http://www.fhwa.dot.gov/environment/recreational_trails/).

For questions concerning the TA Set-Aside, including the RTP, please contact Mr. Christopher Douwes (202-366-5013) of the Office of Human Environment. For other questions related to the STBG, please contact Mr. David Bartz (512-536-5906) or Mr. Peter Kleskovic (202-366-4652) of the Office of Program Administration.

Attachment



Transportation Alternatives (TA) Set-Aside Implementation Guidance  
May 13, 2016

TABLE OF CONTENTS

- [Program Purpose](#)
- [Governing Authorities](#)
- [Funding](#)
  - [Authorizations, Program Codes](#)
  - [Federal Share and Match](#)
  - [Allocations and Suballocations](#)
  - [Transfer of Funds](#)
- [Competitive Selection Process](#)
  - [State Competitive Process](#)
  - [MPOs Representing Urbanized Areas with Population of Over 200,000](#)
  - [Other Provisions and Priorities](#)
- [Eligible Entities](#)
- [Eligible Projects](#)
  - [Not eligible](#)
  - [Location](#)
- [Other Requirements](#)
  - [Planning Requirements](#)
  - [Applicability of 23 U.S.C. 217\(i\) for Bicycle Projects](#)
- [Treatment of Projects](#)
  - [Youth Service and Conservation Corps \(MAP-21 Section 1524\)](#)
- [Recreational Trails Program](#)
  - [RTP Administrative Costs](#)
  - [RTP Education Costs](#)
  - [RTP Suballocation Requirement](#)
- [TA Set-Aside Project Eligibility Questions and Answers](#)
- [Transportation Alternatives Program: Eligible Projects Legislation as in effect prior to enactment of the FAST Act](#)



## PROGRAM PURPOSE

The Fixing America's Surface Transportation (FAST) Act replaced the Transportation Alternatives Program (TAP) with a set-aside of Surface Transportation Block Grant (STBG) Program funding for transportation alternatives (TA). These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) codified the TAP under sections 213(b) and 101(a)(29) of title 23, United States Code (U.S.C.). The FAST Act repealed section 213, removed the former 101(a)(29), and recodified the program (as a set-aside of STBG funding) under 23 U.S.C. 133(h). For administrative purposes, the Federal Highway Administration (FHWA) is calling these funds the "Transportation Alternatives Set-Aside" or "TA Set-Aside."

## GOVERNING AUTHORITIES

- Section 1101 of the FAST Act authorized funds for the STBG.
- Section 1104 of the FAST Act provided for apportionment of funds under 23 U.S.C. 104.
- Section 1109 of the FAST Act amended the STBG under 23 U.S.C. 133, and established the TA Set-Aside under 23 U.S.C. 133(h).
- Section 1446 of the FAST Act amended title 23 U.S.C. with technical corrections.

## FUNDING

**Authorization Levels under the FAST Act:** Estimated annual STBG funding under the FAST Act is listed in the STBG Guidance, Section C, Funding.

Section 1104 of the FAST Act provides for the reservation of funds apportioned to a State under 23 U.S.C. 104(b)(2) to carry out the TA Set-Aside under 23 U.S.C. 133(h). Each State's TA Set-Aside funding is determined by dividing the national total TA Set-Aside funds shown in the table below among the States based on each State's proportionate share of FY 2009 Transportation Enhancements funding. See the FAST Act Funding Tables. The following table shows the national total for the TA Set-Aside under the FAST Act:

### Fiscal Year Transportation Alternatives Funds (23 U.S.C. 133(h))

FY 2016	\$835,000,000
FY 2017	\$835,000,000
FY 2018	\$850,000,000
FY 2019	\$850,000,000
FY 2020	\$850,000,000

The Program Codes for the TA Set-Aside funds are as follows:



Program Code	Program Description	Statutory Reference
Z300	TA Set-Aside – Flex	23 U.S.C. 133(h)(2)
Z301	TA Set-Aside – Urbanized Areas With Population Over 200,000	23 U.S.C. 133(h)(2)
Z302	TA Set-Aside – Areas with Population Over 5,000 to 200,000	23 U.S.C. 133(h)(2)
Z303	TA Set-Aside – Areas with Population 5,000 and Under	23 U.S.C. 133(h)(2)
Z304	TA Set-Aside – Large Urbanized areas 50% for any STBG purpose	23 U.S.C. 133(h)(6)(B)
Z940	Recreational Trails Program (RTP)	23 U.S.C. 133(h)(5)
Z941	Return of 1% for RTP Administration	23 U.S.C. 133(h)(5)(B)
ZR10	State RTP Administration	23 U.S.C. 206(d)(2)(H)
ZR20	RTP Educational Programs	23 U.S.C. 206(d)(2)(G)

For other Program Codes, including MAP-21 extension codes, see [Apportioned Program Codes under the FAST Act](#).

**Period of Availability:** TA Set-Aside funds are contract authority. TA Set-Aside obligations are reimbursed from the Highway Account of the Highway Trust Fund. TA Set-Aside funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. This includes funds set aside for the Recreational Trails Program (RTP). Thus, funds are available for obligation for up to 4 years (23 U.S.C. 118).

Surface Transportation Program (STP), TAP, and RTP funds from previous authorizations continue to be available for their original period of availability (3 years after the last day of the fiscal year for which the funds were authorized (23 U.S.C. 118)), but new obligations of STP, TAP, and RTP funds must follow the requirements and eligibilities of 23 U.S.C. 133, as amended by the FAST Act. See [Treatment of Carryover Funds Under the FAST Act](#).

Funds apportioned for the Safe Routes to School (SRTS) Program prior to MAP-21 are available until expended (SAFETEA-LU § 1404(i)).

**Obligation Limitation:** The TA Set-Aside funds are subject to the annual obligation limitation imposed on the Federal-aid Highway Program.

**Federal Share and Match:** The Federal share for TA Set-Aside projects is as follows:

- For most projects, including SRTS projects funded with TA Set-Aside funds, the Federal share is the same as the Federal-aid Highway Program under 23 U.S.C. 120: generally 80 percent Federal and 20 percent State or local match. An upward [sliding scale adjustment](#) is available to States having public lands (23 U.S.C. 120).
- States may use a lower Federal share on Federal-aid projects as provided in 23 U.S.C. 120.
- Certain types of improvements, predominantly safety improvements, listed in 23 U.S.C. 120(c)(1) may have a Federal share of 100 percent. Use of this provision is limited to 10



percent of the total funds apportioned to a State under 23 U.S.C. 104. See FHWA's Memo, [Increased Federal Share under 23 U.S.C. 120\(c\)\(1\)](#), dated November 25, 2014, for examples.

- 23 U.S.C. 120(f) allows funds apportioned under 23 U.S.C. 104 to be used at 100 percent Federal share for Federal-aid highways within Indian Reservations, and national parks and monuments.
- 23 U.S.C. 120(j) allows Federal agency funds (other than those made available under title 23 or title 49) to pay the non-Federal share of the cost of any transportation project that is within, adjacent to, or provides access to Federal land, for projects funded under title 23 or under chapter 53 of title 49.
- 23 U.S.C. 120(k) allows Federal land and tribal transportation funds to pay the non-Federal share of the cost of any project that is funded under title 23 or under chapter 53 of title 49 that provides access to or within Federal or tribal land.
- Projects funded under the RTP set-aside retain the Federal share and flexible match and donation provisions available under 23 U.S.C. 206(f) and 23 U.S.C. 206(h), and these provisions remain in effect for prior year RTP funds. Recreational trail projects funded from other STBG funds under sections 133(b)(6) or 133(h) (not from the RTP set-aside) are subject to the general match requirement described above. See [RTP Federal Share and Matching Requirements](#) for more information.

#### Other match provisions:

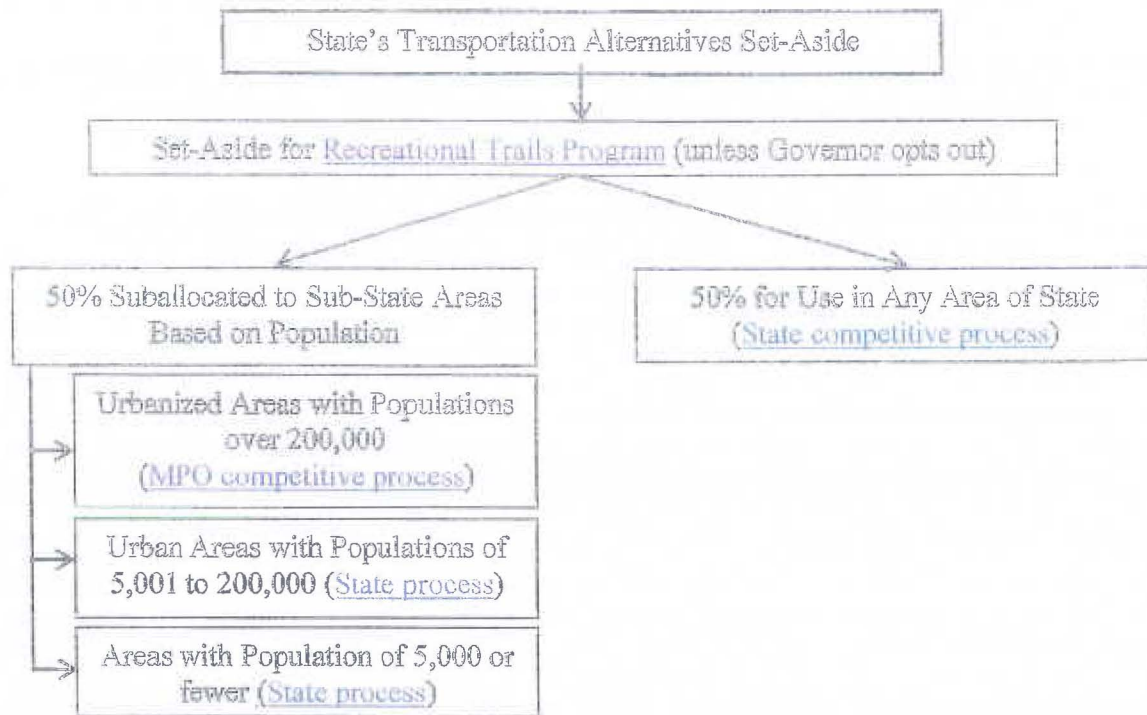
- Except as noted above under 23 U.S.C. 120(j) and (k), 23 U.S.C. 206, or as allowed through other Federal program legislation, other Federal funds may not serve as the non-Federal match. Two Federal programs that allow Federal-to-Federal match are:
  - U.S. Department of Housing and Urban Development [Community Development Block Grants](#) may match or be matched by other Federal funds (42 U.S.C. 5305).
  - Federal programs for youth conservation or service corps, such as [AmeriCorps](#) under [42 U.S.C. 12571](#), may receive funds from other Federal programs as match. See [AmeriCorps](#) guidance for further information.
- There is no provision for a programmatic match under the STBG or TA Set-Aside, except for the RTP set-aside funds.
- There is no provision to allow TA Set-Aside funds to use up to 100 percent Federal share, except as noted above under section 120(c) and (f).

**Allocations and Suballocations:** Fifty percent of the amount set aside for TA in the State (after deducting the set-aside for the RTP, if applicable) is suballocated to areas based on their relative share of the total State 2010 Census population. The remaining 50 percent is available for use in any area of the State. Other than the total percentage suballocated, the suballocation structure is the same as for STBG funds (see the [STBG Guidance](#), Section E, Suballocation), except the requirement to provide obligation limitation to urbanized areas with populations over 200,000 does not apply to TA Set-Aside funds (23 U.S.C. 133(h)(2), MAP-21 § 1109(b)). Figure 1 shows the TA Set-Aside suballocation:



Figure 1: Transportation Alternatives Suballocation

Source: FAST Act [Suballocation of Apportioned Funds Questions and Answers](#)  
See the [FAST Act Funding Supplementary Tables](#) for the specific dollar amounts.



**Transfer of Funds:** 23 U.S.C. 126 (Transferability of Federal-aid Highway funds) provides for and has conditions on the transfer of funds apportioned under 23 U.S.C. 104(b). Transferred funds are to be obligated for the same purposes and to meet the same requirements of the category to which they are transferred. See [FHWA Order 4551.1, Fund Transfers to Other Agencies and Among Title 23 Programs](#), dated August 12, 2013, and [Transferability of Apportioned Program Funding under 23 U.S.C. 126](#).

The following provisions apply to TA Set-Aside funds:

- A State may transfer up to 50 percent of TA Set-Aside funds for the fiscal year to any 23 U.S.C. 104(b) apportionment for the State from the portion of TA Set-Aside funds available for use in any area of the State. No transfers are permitted from TA Set-Aside funds suballocated to sub-State areas based on population or funds set aside for the RTP (FAST Act § 1109; 23 U.S.C. 126).
- Funds for TA Set-Aside-eligible projects may be transferred to the Federal Transit Administration (FTA) to administer in accordance with chapter 53 of title 49. Funds may be transferred in the same manner as other Federal-aid Highway Program procedures (23 U.S.C. 104(f)).
- States may use STBG funds for projects eligible as TA Set-Aside projects without making a transfer and STBG provisions and requirements will apply. (23 U.S.C. 133(b)(15)). See the [STBG Guidance](#), Section D, Eligibility.
- There is no authorization to transfer funds to or from the RTP set-aside funds. However:



- States may use STBG funds for any recreational trail (23 U.S.C. 133(b)(6) and 133(h)), without making a transfer, and STBG provisions and requirements will apply. See [STBG Eligibility](#).
- If a State opts out of the RTP, the funds remain under the TA Set-Aside, and the transferability provisions pertaining to the TA Set-Aside apply.

[\[Back to Top\]](#)

## COMPETITIVE SELECTION PROCESS (23 U.S.C. 133(h)(4)(A))

Consistent with other Federal-aid Highway Programs, TA Set-Aside funds are administered by the State Department of Transportation (DOT). All TA Set-Aside funds must be used for [eligible projects](#) that are submitted by [eligible entities](#) and chosen through a competitive project selection process. The statute requires the following with respect to the selection of projects:

A State or metropolitan planning organization required to obligate funds in accordance with paragraph (2) [23 U.S.C. 133(h)(2)] shall develop a competitive process to allow eligible entities to submit projects for funding that achieve the objectives of this subsection. A metropolitan planning organization for an area described in subsection (d)(1)(A)(i) [i.e., an urbanized area of the State with a population of over 200,000] shall select projects under such process in consultation with the relevant State. (23 U.S.C. 133(h)(4)).

### State Competitive Process

The State is responsible for selecting projects through a competitive process for all other funds (23 U.S.C. 133(h)(4)). However, also see [Planning Requirements](#) for requirements to coordinate with regional and metropolitan planning organizations (MPOs).

- For funds suballocated to small urban areas (i.e., areas with populations of 5,001 to 200,000), the State is responsible for selecting projects through a competitive process (23 U.S.C. 133(h)(4)). The State may make these funds available for projects anywhere within the metropolitan planning area boundaries of an MPO serving an urbanized area with a population less than or equal to 200,000. For small urban areas not within MPOs, the State may make these funds available for projects anywhere within the municipal boundaries of the applicable small urban area, for example, within a town or township. [Eligible entities](#) within any small urban area also may apply to the State for “any area” funds.
- For funds suballocated to nonurban areas (i.e., areas with populations below 5,000), the State is responsible for selecting projects through a competitive process (23 U.S.C. 133(h)(4)).
- For funds available to any area of the State, the State is responsible for selecting projects through a competitive process (23 U.S.C. 133(h)(4)). These funds are available for any area of the State: large urbanized areas, small urban areas, or nonurban areas.
- Section 133(d) does not authorize the State to further suballocate the small urban area funds, nonurban area funds, or any area funds to individual MPOs, counties, cities, or other local government entities prior to competitive selection. The statute requires the State to be responsible for the competitive process for these funds (23 U.S.C. 133(d)(2) and 133(h)(4)). However, the State’s competitive process may include selection criteria to ensure a



distribution of projects among small MPOs, other small urban areas, and nonurban areas across the State. The State may consult with MPOs to ensure that MPO priorities are considered.

#### MPOs Representing Urbanized Areas with Population of Over 200,000

For funds suballocated to urbanized areas with populations of over 200,000, the MPO(s) representing the urbanized area(s) is/are responsible for selecting projects through a competitive process, in consultation with the State (23 U.S.C. 133(h)(4)).

The MPO may use these funds for projects anywhere within the boundaries of the applicable MPO area (23 U.S.C. 133(d)(2)). Eligible entities within urbanized areas also may apply to the State for "any area" funds.

The MPO may use up to 50 percent of its suballocated funds for any project eligible under STBG, subject to the competitive project selection process. See <http://www.fhwa.dot.gov/specialfunding/stp/160307.cfm>.

Section 23 U.S.C. 133(d)(4)(A) requires suballocation of funds to urbanized areas with populations of over 200,000. In the case of MPOs that represent two or more urbanized areas with populations over 200,000, or where urbanized areas with populations over 200,000 are represented by two or more MPOs:

- If applicable, the State(s), MPO(s), and the local government entities representing the urbanized areas with populations over 200,000 should develop an agreement about how to suballocate funds among the urbanized areas with populations over 200,000.
- A State may obligate the funds based on other factors if the State and MPO(s) jointly apply to the Secretary for the permission to base the obligation on other factors and the Secretary grants the request (23 U.S.C. 133(d)(4)(B)).

#### Other Provisions and Priorities

**Recreational Trails Program:** For the RTP set-aside, the Governor designates the State agency or agencies to administer the program. This remains the same agency previously designated by the Governor (for most States, a State resource agency or grant agency, or may be the State DOT), unless the Governor designates a new agency (23 U.S.C. 206(c)). All RTP provisions and requirements continue under 23 U.S.C. 206. See the Recreational Trails Program section.

**SAFETEA-LU Funds:** If States have prior year Transportation Enhancement or SRTS funds available, those funds may be administered under the same terms and conditions in effect prior to the effective date of MAP-21. See Safe Routes to School guidance and Treatment of Carryover Funds Under the FAST Act.

**Priorities:** States and MPOs have discretion about how to establish project priorities, or whether to fund (or not fund) particular categories. There is no requirement to consider all eligible TA Set-Aside activities equally. However, the statute does not authorize a State or MPO to suballocate or set-aside funds for small businesses, youth corps, or categories of applicants prior to project selection. The State or MPO must select projects submitted by eligible entities and



chosen through a competitive process (23 U.S.C. 133(h)(4)). The competitive process may include criteria giving priority to projects that meet desired goals.

**Competitive Process Procedures:** The statute did not establish specific standards or procedures for the required competitive process (23 U.S.C. 133(h)(4)). FHWA's [TAP Guidance webpage](#) has links to competitive process examples, which discuss illustrative selection criteria such as connectivity to essential services, safety, equity for disadvantaged populations, and the extent of community support for the project. FHWA also developed the [Transportation Alternatives Program \(TAP\) Performance Management Guidebook](#) to provide sample performance objectives and measures that States, MPOs, and project sponsors may consider as they administer, implement, and evaluate the TA projects and program outcomes.

The FHWA Division office should ensure that the State and MPOs have competitive project selection processes, but there are no formal criteria, checklists, or certification requirements. The State and MPOs should ensure adequate public involvement and transparency as they develop their competitive processes. A competitive process should allow project sponsors to understand the project selection evaluation criteria.

[\[Back to Top\]](#)

#### **ELIGIBLE ENTITIES (23 U.S.C. 133(h)(4)(B))**

Under 23 U.S.C. 133(h)(4)(B), the entities eligible to receive TA Set-Aside funds are:

- (1) a local government: Local government entities include any unit of local government below a State government agency, except for an MPO. Examples include city, town, township, village, borough, parish, or county agencies.
- (2) a regional transportation authority: Regional transportation authorities are considered the same as the Regional Transportation Planning Organizations defined in the statewide planning section (23 U.S.C. 135(m)).
- (3) a transit agency: Transit agencies include any agency responsible for public transportation that is eligible for funds as determined by the Federal Transit Administration.
- (4) a natural resource or public land agency: Natural resource or public land agencies include any Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
  - State or local park or forest agencies;
  - State or local fish and game or wildlife agencies;
  - Department of the Interior Land Management Agencies; and
  - U.S. Forest Service.
- (5) a school district, local education agency, or school: School districts, local education agencies, or schools may include any public or nonprofit private school. Projects should benefit the general public and not only a private entity.



(6) a tribal government.

(7) a nonprofit entity responsible for the administration of local transportation safety programs:

Examples include a nonprofit entity responsible for:

- a local program implementing construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; and
- a safe routes to school program.

(8) any other local or regional governmental entity with responsibility for, or oversight of, transportation or recreational trails (other than an MPO or a State agency) that the State determines to be eligible, consistent with the goals of this subsection.

State DOTs and MPOs are not eligible entities as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors for TA Set-Aside funds. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project.

Nonprofit organizations are not eligible as direct grant subrecipients for TA Set-Aside funds unless they qualify through one of the eligible entity categories (e.g., where a nonprofit organization is a designated transit agency, school, or an entity responsible for the administration of local transportation safety programs). Nonprofit entities are eligible to partner with any eligible entity on an eligible project, if State or local requirements permit.

The RTP set-aside funds retain the RTP eligible project sponsor provisions under 23 U.S.C. 206 (23 U.S.C. 133(h)(5)(C)).

[\[Back to Top\]](#)

## ELIGIBLE PROJECTS (23 U.S.C. 133(h)(3))

TA Set-Aside funds may be obligated for projects or activities described in 23 U.S.C. 101(a)(29) or 213, as such provisions were in effect on the day before the date of enactment of the FAST Act. See TAP Eligible Projects Legislation as in effect prior to enactment of the FAST Act.

Former 23 U.S.C. 213(b)(1):

- (1) Transportation Alternatives as defined in section 101 [former 23 U.S.C. 101(a)(29)]:

The term "transportation alternatives" means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation:

(A) Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).







**LAREDO URBAN TRANSPORTATION STUDY  
ACTION ITEM**

<b>DATE:</b> 8-20-18	<b>SUBJECT: A MOTION(S)</b> To authorize the execution of the proposed Planning Agreement between the Texas Department of Transportation, the Laredo Urban Transportation Study, which has been designated the Metropolitan Transportation Planning Organization (MPO) for the Laredo urbanized area, and the City of Laredo, which serves as the MPO's fiscal agent. The Planning Agreement identifies the roles and responsibilities of the parties carrying out the transportation planning process.	
<b>INITIATED BY:</b> TxDOT		<b>STAFF SOURCE:</b> Nathan Bratton, Director of Planning
<b>PREVIOUS ACTION:</b> The Policy Committee approved a motion authorizing the execution of the current agreement on September 18, 2012.		
<b>BACKGROUND:</b> <p>The Governor of the State of Texas has designated the Laredo Urban Transportation Study (L.U.T.S) as the Metropolitan Planning Organization (MPO) for the Laredo urbanized area. The MPO is the forum for cooperative transportation decision-making. It 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. 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.</p> <p>The MPO's activities are funded via 49 USC Section 5301 et seq. which authorizes funds be made available to the Metropolitan Planning Organizations designated by the Governor. In order to continue receiving these transportation planning funds, the Planning Agreement between the MPO, its fiscal agent (the City of Laredo) and the Department of Transportation must be periodically renewed.</p> <p>The Planning Agreement identifies the duties and responsibilities of the signing parties, which include the Texas Department of Transportation, the City of Laredo (the MPO's fiscal agent), and the Laredo Urban Transportation Study (MPO). (See attached agreement for a complete listing of the said responsibilities.) The agreement shall become effective when signed by all parties. Note: the current contract shall remain in effect until such time as the proposed contract is executed.</p>		
<b>COMMITTEE RECOMMENDATION:</b> Approve.		<b>STAFF RECOMMENDATION:</b> Staff recommends approval.



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

STATE OF TEXAS       §

COUNTY OF WEBB       §

## AGREEMENT WITH METROPOLITAN PLANNING ORGANIZATION

**THIS AGREEMENT** is made by and between the State of Texas, acting through the Texas Department of Transportation, called the "Department," the Laredo Urban Transportation Study Metropolitan Planning Organization (MPO) Policy Committee, called the "MPO", which has been designated by the Governor of the State of Texas as the MPO of the **Laredo** urbanized area, and the **City of Laredo**, which serves as the Fiscal Agent for the MPO.

### W I T N E S S E T H

**WHEREAS**, 23 United States Code (USC) §134 and 49 USC §5303 require that MPOs, in cooperation with the Department and transit agencies, develop transportation plans and programs for urbanized areas of the State; and

**WHEREAS**, 23 Code of Federal Regulations (CFR) 450.314 requires the MPO, State, and public transportation operators within each metropolitan planning area to enter into a written agreement to clearly identify the responsibilities of the parties in carrying out the metropolitan planning process; and

**WHEREAS**, 23 USC §104(d) authorizes Metropolitan Planning funds and 49 USC §5305 authorizes funds to be made available to MPOs designated by the Governor to support the urban transportation planning process; and

**WHEREAS**, the Department participates in the Consolidated Planning Grant program in which federal transit planning funds authorized under 49 USC §5305 are transferred to the Federal Highway Administration, combined with additional federal funds, and distributed to the state as a single distribution; and

**WHEREAS**, the federal share payable for authorized activities using the Consolidated Planning Grant funds is eighty percent (80%) of allowable costs; and

**WHEREAS**, Texas Transportation Code §221.003 authorizes the Department to expend federal and state funds for improvements to the state highway system; and

**WHEREAS**, Texas Transportation Code §201.703 authorizes the Department to expend federal funds and to provide state matching funds for allowable costs necessary for the improvement of roads not in the state highway system; and

**WHEREAS**, this agreement outlines the requirements and responsibilities of the parties for federal reimbursement using Consolidated Planning Grant funds and other federal transportation funds that may be used for planning (e.g., Surface Transportation Program, National Highway System, Congestion Mitigation and Air Quality, etc.); and



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

**WHEREAS**, the Governor of the State of Texas and the City of Laredo have executed an agreement pursuant to the MPO designation; and

**WHEREAS**, an area equal to or larger than the above-mentioned urbanized area has been delineated in accordance with federal and state guidelines where required metropolitan transportation planning activities may take place; and

**WHEREAS**, 23 Code of Federal Regulations (CFR) §420.117(a) requires that in accordance with 49 CFR §18.40, the Department shall monitor all activities performed by its staff or by sub-recipients with Federal Highway Administration (FHWA) planning and research funds to assure that the work is being managed and performed satisfactorily and that time schedules are being met; and

## **A G R E E M E N T**

### **Article 1. Agreement Period**

- A. This agreement becomes effective when signed by the last party whose signing makes the agreement fully executed. The Department shall not continue its obligation to the MPO under this agreement if the Governor's designation of the MPO is withdrawn; if federal funds cease to become available; or if the agreement is terminated as provided below.
- B. This agreement expires on September 30, 2024. No fewer than one hundred and twenty (120) days before the expiration date, the Department may, at its sole discretion, exercise in writing an option to extend the agreement by a period of no more than two years. The Department may exercise this option no more than two times. If all terms and conditions of this agreement remain viable and no amendment to the existing agreement or new agreement is required, a letter from the Department to the MPO shall constitute renewal of this agreement subject to all terms and conditions specified in this agreement. However, an amendment or a new agreement may be executed, if necessary.

### **Article 2. Responsibilities of the Department**

The responsibilities of the Department are as follows:

- A. Assist in the development of the Unified Planning Work Program (UPWP), approve the format of work programs submitted by the MPO, and, where required by federal law or regulation, monitor the MPO's performance of activities and expenditure of funds under a UPWP. Where monitoring is not required, the Department is responsible for reviewing the MPO's activities and expenditure of funds, and will comment on and make suggestions relating to those activities and expenditures.
- B. Develop a time line for development of the UPWP by the MPO; and in consultation with the MPOs, shall develop a standard UPWP format to be used by all MPOs.
- C. Make available to the MPO its share of all federal metropolitan planning funds and provide the required non-federal match as authorized by the Texas Transportation Commission. The Department will distribute federal transportation planning funds to the MPO based on a formula developed by the Department, in consultation with the MPOs, and approved by FHWA, the Federal Transit Administration (FTA), and other applicable federal agencies.
- D. Provide to the MPO, as appropriate, technical assistance and guidance for the collection, processing, and forecasting of socio-economic data needed for the development of traffic forecasts, plans, programs, and planning proposals within the metropolitan area, including



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

collecting, processing, and forecasting vehicular travel volume data in cooperation with the MPO, as appropriate.

- E. Jointly promote the development of the intermodal transportation system within the metropolitan area by identifying points in the system where access, connectivity, and coordination between the modes and inter-urban facilities would benefit the entire system.
- F. Share with the MPO information and information sources concerning transportation planning issues that relate to this agreement.
- G. Cooperatively develop and share information with the MPO related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS).

### **Article 3. Responsibilities of the MPO**

The MPO is an organization created to ensure that existing and future expenditures on transportation projects and programs are based on a continuing, cooperative, and comprehensive planning process. The responsibilities of the MPO are as follows:

- A. Document planning activities in a UPWP to indicate who will perform the work, the schedule for completing it, and all products that will be produced. In cooperation with the Department and public transportation operators as defined by 23 CFR Part 450, the MPO must annually or bi-annually develop a UPWP that meets federal requirements.
- B. Prepare and submit to the Department an annual performance and expenditure report of progress no later than December 31 of each year. A uniform format for the annual report will be established by the Department, in consultation with the MPOs.
- C. Use funds provided in accordance with 43 Texas Administrative Code (TAC) §16.52 and Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in conformity with the requirements of 23 USC §134, 49 USC §5303, and the Texas Comptroller of Public Accounts Uniform Grant Management Standards (UGMS).
- D. Develop a Metropolitan Transportation Plan (MTP), a Transportation Improvement Program (TIP), and a UPWP for the Metropolitan Planning Area (MPA), all of which are consistent with the Statewide Long-Range Transportation Plan (SLRTP), as required by the state and federal law. At a minimum, the MPO shall consider in their planning process the applicable factors outlined in 23 USC §134.
- E. Assemble and maintain an adequate, competent staff with the knowledge and experience that will enable them to perform all appropriate MPO activities required by law.
- F. Forecast, collect, and maintain appropriate socio-economic, roadway, and travel data on a timely basis, in cooperation with the Department.
- G. Prepare all required plans, programs, reports, data, and obtain required certifications in a timely manner.
- H. Share information with the Department and information sources concerning transportation planning issues.

### **Article 4. Responsibilities of the MPO Policy Committee**

The MPO Policy Committee is the policy body that is the forum designated under 23 USC §134 with the responsibility for establishing overall transportation policy for the MPO and for making required approvals. The MPO Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

subsequently added to the membership of the committee. The responsibilities of the MPO, acting through its Policy Committee, are as follows:

- A. Ensure that requirements of 23 USC §§134 and 135 and 49 USC, Chapter 53, are carried out.
- B. Use funds provided in accordance with Article 2 (Responsibilities of the Department) of this agreement to develop and maintain a comprehensive regional transportation planning program in accordance with requirements of 23 USC §134 and 49 USC §5303.
- C. Develop and adopt an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
- D. Exercise sole responsibility to supervise, and direct the MPO Transportation Planning Director.
- E. Provide planning policy direction to the MPO Transportation Planning Director.

#### **Article 5. Responsibilities of the Fiscal Agent**

The Fiscal Agent for the MPO is the entity responsible for providing fiscal, human resource, and staff support services to the MPO. The responsibilities of the Fiscal Agent are as follows:

- A. Maintain required accounting records for state and federal funds consistent with current federal and state requirements.
- B. Provide all appropriate funding, as identified by fiscal year in the UPWP, to allow the MPO staff to effectively and efficiently operate the program.
- C. Provide human resource services to the MPO.
- D. Provide benefits for the MPO staff that shall be the same as the Fiscal Agent normally provides its own employees; or as determined through an agreement between the MPO and the Fiscal Agent. Costs incurred by the Fiscal Agent for these benefits may be reimbursed by the MPO.
- E. Establish procedures and policies for procurement and purchasing, when necessary, in cooperation with the MPO.
- F. Exercise sole responsibility to hire, evaluate, and terminate the MPO Transportation Planning Director.

#### **Article 6. Responsibilities of the MPO Transportation Planning Director**

The responsibilities of the MPO Transportation Planning Director are as follows:

- A. Administer the MPO's UPWP. The Director shall take planning policy direction from and be responsible to the designated MPO Policy Committee.
- B. Act as a liaison to the Department, relevant to the Department's transportation planning activities.
- C. Oversee and direct all MPO transportation planning staff work performed using MPO funds.
- D. Prepare and submit all required plans, programs, reports, data, and certifications in a timely manner.
- E. Develop and present to the MPO Policy Committee an MTP for the MPA that is consistent with the SLRTP required by state and federal laws; a TIP and a UPWP; and other planning documents and reports that may be required by state or federal laws or regulations.
- F. Share with the Department information and information resources concerning transportation planning issues.



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

## Article 7. Unified Planning Work Program

- A. Each year the MPO shall submit to the Department a program of work that includes goals, objectives, and tasks required by each of the several agencies involved in the metropolitan transportation planning process. This program of work is to be called the Unified Planning Work Program (UPWP), or any successor name. The UPWP shall be approved by the MPO Policy Committee, in accordance with 23 CFR §450.314.
- B. The UPWP will be prepared for a period of one (1) year or two (2) years unless otherwise agreed to by the Department and the MPO. The UPWP shall reflect only that work that can be accomplished during the time period of the UPWP, in accordance with TAC §16.52.
- C. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation, or transportation related (e.g. air quality) planning funds. The budget and statement of work will be included in the UPWP. The MPO may not incur costs until final approval of the UPWP is granted. The maximum amount payable will not exceed the budget included in the UPWP.
- D. The effective date of each UPWP will be October 1st of each year or the date of approval from the appropriate oversight agency, whichever occurs later. On that date, the UPWP shall constitute a new federal project and shall supersede the previous UPWP.
- E. The UPWP shall comply with all applicable federal and state requirements and will describe metropolitan transportation and transportation-related planning activities anticipated in the area.
- F. The use of federal metropolitan transportation planning funds shall be limited to transportation planning activities affecting the transportation system within the boundaries of a designated metropolitan planning area. If an MPO determines that data collection and analysis activities relating to land use, demographics, or traffic or travel information, conducted outside its boundaries, affects the transportation system within its boundaries, then those activities may be undertaken using federal planning funds, if the activities are specifically identified in an approved UPWP. Any other costs incurred for transportation planning activities outside the boundaries of a designated metropolitan planning area are not eligible for reimbursement.
- G. Travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning process must be approved by the Department if funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the Department. Travel to the State of Arkansas by the Texarkana MPO staff and travel to the State of New Mexico by the El Paso MPO staff shall be considered in-state travel.
- H. The cost of travel incurred by elected officials serving on the MPO Policy Committee is eligible for reimbursement with federal transportation planning funds in accordance with 43 TAC §16.52.
- I. The use of federal transportation planning funds is limited to corridor/subarea level planning or multimodal or system-wide transit planning studies. Major investment studies and environmental studies are considered corridor level planning. Unless otherwise authorized by federal law or regulation, the use of such funds beyond environmental document preparation or for specific project level planning and engineering (efforts directly related to a specific project instead of a corridor) is not allowed.
- J. Failure to adhere to the time line developed by the Department may result in a delay in the authorization to the MPOs to proceed in incurring costs.



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

- K. A UPWP will not be approved if it is submitted in a format other than the standard format developed by the Department. The UPWP and subsequent amendments may be submitted electronically.
- L. The MPO shall not incur any costs for work outlined in the UPWP or any subsequent amendments (i.e., adding new work tasks or changing the scope of existing work tasks) prior to receiving approval from the Department. Any costs incurred prior to receiving Department approval are not eligible for reimbursement from federal transportation planning funds.
- M. Costs incurred by the MPO shall not exceed the total budgeted amount of the UPWP without prior approval of the MPO Policy Committee and the Department. Costs incurred on individual work tasks shall not exceed that task budget by 25 percent without prior approval of the MPO Policy Committee and the Department. If the costs exceed 25 percent of the task budget, the UPWP shall be revised, approved by the MPO Policy Committee, and submitted to the Department for approval.
- N. The MPO Policy Committee must approve the UPWP and any subsequent revisions, and shall not delegate the approval authority, except for corrective actions. Corrective actions do not change the scope of work, result in an increase or decrease in the amount of task funding, or affect the overall budget. Examples include typographical, grammatical, or syntax corrections.
- O. Should any conflict be discovered between the terms of this agreement and the UPWP, the terms of this agreement shall prevail.
- P. The MPO is not authorized to request payment for any work it may perform that is not included in the current UPWP.

#### **Article 8. Compensation**

The Department's payment of any cost incurred under this agreement is contingent upon all of the following:

- A. Federal funds are available to the Department in a sufficient amount for making payments.
- B. The incurred cost is authorized in the UPWP. The maximum amount payable under this agreement shall not exceed the total budgeted amount outlined in the UPWP in accordance with 43 TAC §16.52.
- C. The cost has actually been incurred by the MPO and meets the following criteria:
  - 1. Is verifiable from MPO records;
  - 2. Is not included as match funds for any other federally-assisted program;
  - 3. Is necessary and reasonable for the proper and efficient accomplishment of program objectives;
  - 4. Is the type of charge that would be allowable under 2 CFR 200 Revised, "Cost Principles for State, Local, and Indian Tribal Governments" and the state's UGMS; and
  - 5. Is not paid by the Department or federal government under another assistance program unless authorized to be used as match under the other federal or state agreement and the laws and regulations to which it is subject.
- D. After October 1st of each year, the Department will issue a work order to the MPO establishing the effective date of work and the total funds authorized. If the UPWP is subsequently revised, necessitating a revision to the original work order, or the Department deems a revision necessary, a revised work order may be issued at any time throughout the fiscal year. If the amount in the UPWP differs from the amount in the work order, the amount in the work order prevails.
- E. The MPO is authorized to submit requests for payment of authorized costs incurred under this agreement on a semi-monthly basis, but no more than twenty four (24) times a year and



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

no less than monthly as expenses occur. Each request for payment shall be submitted in a manner acceptable to the Department, which includes, at a minimum, the following information:

1. UPWP budget category or line item;
  2. Description of the cost;
  3. Quantity;
  4. Price;
  5. Cost extension; and
  6. Total costs
- F. The MPO shall submit the final bill from the previous fiscal year to the Department no later than December 31<sup>st</sup> of the calendar year in which that fiscal year ended. Any bills submitted after December 31 for a fiscal year in which the funds have been de-obligated will be processed against the current year's UPWP.
- G. Payment of costs is contingent upon compliance with the terms of Article 3 (Responsibilities of the MPO) of this agreement. Noncompliance may result in cancellation of authorized work and suspension of payments after a thirty (30) day notification by the Department to the MPO.

#### **Article 9. Reporting**

To permit program monitoring and reporting, the MPO shall submit reports as required in Article 3 (Responsibilities of the MPO) of this agreement. If task expenditures overrun or underrun a budgeted task amount by twenty-five percent (25%) or more, the annual performance and expenditure report must include an explanation for the overrun or underrun.

#### **Article 10. Indemnification**

- A. The MPO shall save harmless the Department and its officers and employees from all claims and liability that are due to activities of the MPO, its agents, or its employees performed under this agreement and that are caused by or result from error, omission, or negligent act of the MPO or of any person employed by the MPO.
- B. To the extent possible under state law, the MPO shall also save harmless the Department from any and all expense, including but not limited to, attorney fees that may be incurred by the Department in litigation or otherwise resisting claims or liabilities that may be imposed on the Department as a result of the activities of the MPO, its agents, or its employees.

#### **Article 11. Inspection of Work and Retention of Documents**

- A. The Department and, when federal funds are involved, the U. S. Department of Transportation (USDOT), and their authorized representatives shall have the right at all reasonable times to inspect or otherwise evaluate the work performed or being performed under this agreement and the premises on which it is being performed.
- B. If any inspection or evaluation is made on the premises of the MPO or a subcontractor, the MPO shall provide or require its subcontractor to provide all reasonable facilities and assistance for the safety and convenience of the inspectors in the performance of their duties. All inspections and evaluations shall be performed in a manner that will not unduly delay the work.
- C. The MPO agrees to maintain all books, documents, papers, computer generated files, accounting records, and other evidence pertaining to costs incurred and work performed under this agreement, and shall make those materials available at its office during the time period covered and for seven (7) years from the date of final payment under the UPWP.



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

Those materials shall be made available during the specified period for inspection by the Department, the USDOT, and the Office of the Inspector General of the USDOT and any of their authorized representatives for the purpose of making audits, examinations, excerpts, and transcriptions.

- D. The state auditor may conduct an audit or investigation of any entity receiving funds from the Department directly under this agreement or indirectly through a subcontract under this agreement. Acceptance of funds directly under this agreement or indirectly through a subcontract under this agreement acts as acceptance of the authority of the state auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the state auditor with access to any information the state auditor considers relevant to the investigation or audit under the state's UGMS.

#### **Article 12. Work Performance**

All work performed under this agreement shall be carried out in a professional and orderly manner, and the products authorized in the UPWP shall be accurate and exhibit high standards of workmanship.

#### **Article 13. Disputes**

The MPO shall be responsible for the settlement of all contractual and administrative issues arising out of procurement entered into in support of work under this agreement. In the event of a dispute between the Department and the MPO concerning the work performed under this agreement in support of the urban transportation planning process, the dispute shall be resolved through binding arbitration. Furthermore, the arbiter shall be mutually acceptable to the Department and the MPO.

#### **Article 14. Non-Collusion**

The MPO shall warrant that it has not employed or retained any company or person, other than a bona fide employee working for the MPO, to solicit or secure this agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this agreement. If the MPO breaches or violates this warranty, the Department shall have the right to annul this agreement without liability or, in its discretion, to deduct from the agreement price or consideration, or otherwise recover the full amount of the fee, commission, brokerage fee, gift, or contingent fee.

#### **Article 15. Subcontracts**

- A. Any subcontract for services rendered by individuals or organizations not a part of the MPO's organization shall not be executed without prior authorization and approval of the subcontract by the Department and, when federal funds are involved, the USDOT. All work in the subcontract is subject to the state's UGMS. If the work for the subcontract is authorized in the current approved UPWP, and if the MPO's procurement procedures for negotiated contracts have been approved by the Department either directly or through self-certification by the MPO, the subcontract shall be deemed to be authorized and approved, provided that the subcontract includes all provisions required by the Department and the USDOT.
- B. Subcontracts in excess of \$25,000 shall contain all required provisions of this agreement.
- C. No subcontract will relieve the MPO of its responsibility under this agreement.



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

#### **Article 16. Termination**

- A. The Department may terminate this agreement at any time before the date of completion if the Governor withdraws his designation of the MPO. The Department or the MPO may seek termination of this agreement pursuant to Article 13 (Disputes) if either party fails to comply with the conditions of the agreement. The Department or the MPO shall give written notice to all parties at least ninety (90) days prior to the effective date of termination and specify the effective date of termination.
- B. The Department may terminate this agreement for reasons of its own, subject to agreement by the MPO.
- C. The parties to this agreement may terminate this agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the parties shall agree upon the termination conditions.
- D. Upon termination of this agreement, whether for cause or at the convenience of the parties, all finished or unfinished documents, data, studies, surveys, reports, maps, drawings, models, photographs, etc., prepared by the MPO shall, at the option of the Department, be delivered to the Department.
- E. The Department shall reimburse the MPO for those eligible expenses incurred during the agreement period that are directly attributable to the completed portion of the work covered by this agreement, provided that the work has been completed in a manner satisfactory and acceptable to the Department. The MPO shall not incur new obligations for the terminated portion after the effective date of termination.

#### **Article 17. Force Majeure**

Except with respect to defaults of subcontractors, the MPO shall not be in default by reason of failure in performance of this agreement in accordance with its terms (including any failure by the MPO to progress in the performance of the work) if that failure arises out of causes beyond the control and without the default or negligence of the MPO. Those causes may include but are not limited to acts of God or of the public enemy, fires, floods, epidemics, quarantine restrictions, strikes, freight embargoes, and unusually severe weather. In every case, however, the failure to perform must be beyond the control and without the fault or negligence of the MPO.

#### **Article 18. Remedies**

- A. Violation or breach of agreement terms by the MPO shall be grounds for termination of the agreement. Any costs incurred by the Department arising from the termination of this agreement shall be paid by the MPO.
- B. This agreement shall not be considered as specifying the exclusive remedy for any dispute, but all remedies existing at law and in equity may be availed of by either party and shall be cumulative.

#### **Article 19. Gratuities**

- A. Employees of the Department or the MPO shall not accept any benefits, gifts, or favors from any person doing business with, or who may do business with the Department or the MPO under this agreement.
- B. Any person doing business with, or who may do business with the Department or the MPO under this agreement, may not make any offer of benefits, gifts, or favors to Department or



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

the MPO employees. Failure on the part of the Department or the MPO to adhere to this policy may result in termination of this agreement.

#### **Article 20. Compliance with Laws**

The parties to this agreement shall comply with all federal and state laws, statutes, rules, and regulations, and the orders and decrees of any courts or administrative bodies or tribunals in any matter affecting the performance of this agreement, including without limitation, workers' compensation laws, minimum and maximum salary and wage statutes and regulations, and licensing laws and regulations. When required, the MPO shall furnish the Department with satisfactory proof of its compliance.

#### **Article 21. Successors and Assigns**

No party shall assign or transfer its interest in this agreement without written consent of the other parties.

#### **Article 22. Debarment Certifications**

The MPO is prohibited from making any award or permitting any award at any tier to any party that is debarred or suspended or otherwise excluded from or ineligible for participation in federal assistance programs under Executive Order 12549, Debarment and Suspension. By executing this agreement, the MPO certifies that it is not currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549 and further certifies that it will not do business with any party that is currently debarred, suspended, or otherwise excluded from or ineligible for participation in Federal Assistance Programs under Executive Order 12549. The MPO shall require any party to a subcontract or purchase order awarded under this agreement as specified in 49 CFR Part 29 (Debarment and Suspension) to certify its eligibility to receive federal funds and, when requested by the Department, to furnish a copy of the certification.

#### **Article 23. Equal Employment Opportunity**

The parties to this agreement agree to comply with Executive Order 11246 entitled "Equal Employment Opportunity" as amended by Executive Order 11375 and as supplemented in Department of Labor Regulations (41 CFR §60).

#### **Article 24. Pertinent Non-Discrimination Authorities**

During the performance of this Agreement, each party, for itself, its assignees, and successors in interest agree to comply with the following nondiscrimination statutes and authorities; including but not limited to:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of federal or federal-aid programs and projects).
- C. Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), as amended, (prohibits discrimination on the basis of sex).
- D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.) as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27.
- E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age).



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

- F. Airport and Airway Improvement Act of 1982, (49 U.S.C. Chapter 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex).
- G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the federal-aid recipients, subrecipients and contractors, whether such programs or activities are federally funded or not).
- H. Titles II and III of the Americans with Disabilities Act, which prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38.
- I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex).
- J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, the parties must take reasonable steps to ensure that LEP persons have meaningful access to the programs (70 Fed. Reg. at 74087 to 74100).
- L. Title IX of the Education Amendments of 1972, as amended, which prohibits the parties from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq.).

#### **Article 25. Nondiscrimination on the Basis of Disability**

The MPO agrees that no otherwise qualified disabled person shall, solely by reason of his disability, be excluded from participation in, be denied the benefits of, or otherwise be subject to discrimination under this agreement. The MPO shall ensure that all fixed facility construction or alteration and all new equipment included in the project comply with applicable regulations regarding Nondiscrimination on the Basis of Disability in Programs and Activities Receiving or Benefiting from Federal Financial Assistance, set forth in 49 CFR Part 27, and any amendments to it.

#### **Article 26. Disadvantaged Business Enterprise (DBE) Program Requirements**

If federal funds are used:

- A. The parties shall comply with the Disadvantaged Business Enterprise Program requirements established in 49 CFR Part 26.
- B. The Local Government shall adopt, in its totality, the State's federally approved DBE program.
- C. The Local Government shall incorporate into its contracts with subproviders an appropriate DBE goal consistent with the State's DBE guidelines and in consideration of the local market, project size, and nature of the goods or services to be acquired. The Local Government shall submit its proposed scope of services and quantity estimates to the State



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

- to allow the State to establish a DBE goal for each Local Government contract with a subprovider. The Local Government shall be responsible for documenting its actions.
- D. The Local Government shall follow all other parts of the State's DBE program referenced in TxDOT Form 2395, Memorandum of Understanding Regarding the Adoption of the Texas Department of Transportation's Federally-Approved Disadvantaged Business Enterprise by Entity, and attachments found at web address [http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou\\_attachments.pdf](http://ftp.dot.state.tx.us/pub/txdot-info/bop/dbe/mou/mou_attachments.pdf).
  - E. The Local Government shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any U.S. Department of Transportation (DOT)-assisted contract or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Local Government shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure non-discrimination in award and administration of DOT-assisted contracts. The State's DBE program, as required by 49 CFR Part 26 and as approved by DOT, is incorporated by reference in this Agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the Local Government of its failure to carry out its approved program, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).
  - F. Each contract the Local Government signs with a contractor (and each subcontract the prime contractor signs with a sub-contractor) must include the following assurance: The contractor, sub-recipient, or sub-contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this Agreement, which may result in the termination of this Agreement or such other remedy as the recipient deems appropriate.

#### **Article 27. Procurement and Property Management Standards**

- A. The parties to this Agreement shall adhere to the procurement standards established in Title 49 CFR §18.36, to the property management standards established in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and to the Texas Uniform Grant Management Standards. The State must pre-approve the Local Government's procurement procedures for purchases to be eligible for state or federal funds.
- B. The MPO agrees to comply with applicable Buy America requirements set forth in the Surface Transportation Assistance Act of 1978 (Pub. L. 95-599) §401 and the FTA's Buy America regulations in 49 CFR Part 661.
- C. The MPO agrees to comply with the cargo preference requirements set forth in 46 USC §55305 and Maritime Administration regulations set forth in 46 CFR Part 381.

#### **Article 28. Environmental Protection and Energy Efficiency**

- A. The MPO agrees to comply with all applicable standards, orders, or requirements issued under Section 306 of the Clean Air Act, 42 USC §7602; Section 508 of the Clean Water Act 33 USC §1368; Executive Order 11738 and Title 40 CFR, "Protection of Environment." The MPO further agrees to report violations to the Department.



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

- B. The MPO agrees to recognize standards and policies relating to energy efficiency that are contained in the State energy conservation plan issued in compliance with the Energy Policy and Conservation Act (Pub. L. 94-163).

#### **Article 29. Federal Reimbursement**

The MPO shall be responsible for any funds determined to be ineligible for federal reimbursement, and shall reimburse the Department the amount of those funds previously provided to it by the Department.

#### **Article 30. Control of Drug Use**

The MPO agrees to comply with the terms of the FTA regulation, "Prevention of Alcohol Misuse and Prohibited Drug Use in Mass Transit Operations," set forth in 49 CFR Part 655.

#### **Article 31. Lobbying Certification**

In executing this agreement, each signatory certifies to the best of that signatory's knowledge and belief, that:

- A. No federal appropriated funds have been paid or will be paid by or on behalf of the parties 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.
- B. 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 federal contracts, grants, loans, or cooperative agreements, the signatory for the MPO shall complete and submit the Federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- C. The parties shall require that the language of this certification shall be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and all sub-recipients shall certify and disclose accordingly. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC §1352. 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.

#### **Article 32. Amendments**

Any change to one or more of the terms and conditions of this agreement shall not be valid unless made in writing and agreed to by the parties before the change is implemented.

#### **Article 33. Distribution of Products**

- A. The MPO shall provide a number of copies to be specified by the Department of all information, reports, proposals, brochures, summaries, written conclusions, graphic presentations, and similar materials developed by the MPO and financed, in whole or in part, as provided in this agreement. All reports published by the MPO shall contain the following prominent credit reference to the Department, USDOT, FHWA, and FTA:  
*Prepared in cooperation with the Texas Department of Transportation and the U.S.*



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

*Department of Transportation, Federal Highway Administration, and Federal Transit Administration.*

- B. Upon termination of this agreement, all documents prepared by the MPO or furnished to the MPO by the Department, shall be delivered to the Department. All documents, photographs, calculations, programs, and other data prepared or used under this agreement may be used by the Department without restriction or limitation of further use.

#### **Article 34. Legal Construction**

In case any one or more of the provisions contained in this agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, that invalidity, illegality, or unenforceability shall not affect any other provisions and this agreement shall be construed as if it did not contain the invalid, illegal, or unenforceable provision.

#### **Article 35. Sole Agreement**

This agreement constitutes the sole and only agreement between the parties and supersedes any prior understandings or written or oral agreements between the parties respecting the subject matter of this agreement.

#### **Article 36. Copyrights**

The Department and the USDOT shall, with regard to any reports or other products produced under this agreement, reserve a royalty-free, nonexclusive and irrevocable right to reproduce, publish, or otherwise use, and to authorize others to use the work for government purposes.

#### **Article 37. Federal Funding Accountability and Transparency Act Requirements**

- A. Any recipient of funds under this agreement agrees to comply with the Federal Funding Accountability and Transparency Act and implementing regulations at 2 CFR Part 170, including Appendix A. This agreement is subject to the following award terms:  
<http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22705.pdf> and  
<http://www.gpo.gov/fdsys/pkg/FR-2010-09-14/pdf/2010-22706.pdf>
- B. The MPO agrees that it shall:
1. Obtain and provide to the Department a Central Contracting Registry (CCR) number (Federal Acquisition Regulation, Part 4, Sub-part 4.1100) if this award provides for more than \$25,000 in Federal funding. The CCR number may be obtained by visiting the CCR web-site at <https://www.sam.gov/portal/public/SAM/>;
  2. Obtain and provide to the Department a Data Universal Numbering System (DUNS) number, a unique nine-character number that allows the Federal government to track the distribution of federal money. The DUNS number may be requested free of charge for all businesses and entities required to do so by visiting the Dun & Bradstreet on-line registration website at <http://fedgov.dnb.com/webform/>; and
  3. Report the total compensation and names of its top five (5) executives to the Department if:
    - i. More than 80% of annual gross revenues are from the Federal government, and those revenues are greater than \$25,000,000; and
    - ii. The compensation information is not already available through reporting to the U.S. Securities and Exchange Commission.



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

### Article 38. Single Audit Report

If federal funds are used:

- A. The parties shall comply with the single audit report requirements stipulated in 2 CFR 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.
- B. If threshold expenditures of \$750,000 or more are met during the fiscal year, the Local Government must submit a Single Audit Report and Management Letter (if applicable) to TxDOT's Compliance Division, 125 East 11th Street, Austin, TX 78701 or contact TxDOT's Compliance Division by email at [singleaudits@txdot.gov](mailto:singleaudits@txdot.gov).
- C. If expenditures are less than the threshold during the Local Government's fiscal year, the Local Government must submit a statement to TxDOT's Compliance Division as follows: "We did not meet the \$\_\_\_\_\_ expenditure threshold and therefore, are not required to have a single audit performed for FY \_\_\_\_\_."
- D. For each year the Project remains open for federal funding expenditures, the Local Government will be responsible for filing a report or statement as described above. The required annual filing shall extend throughout the life of the Agreement, unless otherwise amended or the Project has been formally closed out and no charges have been incurred within the current fiscal year.

### Article 39. Notices

All notices to any party by the other parties required under this agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to the party at the following addresses:

<b>MPO:</b>	Director Laredo Urban Transportation Study 1120 San Bernardo Avenue Laredo, Texas, 78042
<b>Fiscal Agent:</b>	City Manager City of Laredo 1110 Houston Street Laredo, Texas 78040
<b>Department:</b>	Director, Transportation Planning & Programming Division Texas Department of Transportation 125 E. 11 <sup>th</sup> Street Austin, Texas 78701

All notices shall be deemed given on the date delivered or deposited in the mail, unless otherwise provided in this agreement. Any party may change the above address by sending written notice of the change to the other parties. Any party may request in writing that notices shall be delivered personally or by certified U.S. mail and that request shall be honored and carried out by the other parties.



Contract No.:	
Federal Highway Administration:	
CFDA Title:	
CFDA No.:	

**Article 40. Signatory Warranty**

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

**THIS AGREEMENT IS EXECUTED** by the Department, the MPO, and the Fiscal Agent in triplicate.

**THE MPO**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Pete Saenz  
Typed or Printed Name

\_\_\_\_\_  
MPO Chairman and City of Laredo, Mayor  
Title

\_\_\_\_\_  
Date

**THE FISCAL AGENT**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Horacio A. De Leon, Jr.  
Typed or Printed Name

\_\_\_\_\_  
City of Laredo, City Manager  
Title

\_\_\_\_\_  
Date

**THE DEPARTMENT**

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Typed or Printed Name

\_\_\_\_\_  
Director, Transportation Planning and  
Programming Division, Texas Department of  
Transportation  
Title

\_\_\_\_\_  
Date



## Vanessa Guerra

---

**From:** Kristina L. Hale  
**Sent:** Friday, July 13, 2018 5:01 PM  
**To:** Vanessa Guerra  
**Subject:** RE: MPO/TxDOT Planning Agreement

So sorry, Vanessa, I was out of town and forwarded it to another attorney who had not gotten to it. I just reviewed the agreements and could find no legal issues.

*Kristina K. Laurel Hale*  
City Attorney  
1110 Houston Street  
Laredo, Texas 78042  
(956) 791-7317 Telephone  
(956) 791-7494 Facsimile

Confidentiality Notice: This email contains confidential information protected by the Electronic Communications Privacy Act, Attorney Client and/or Work Product Privilege. Unauthorized disclosure is strictly prohibited. Please destroy all copies of the original message if you are not the intended recipient.

---

**From:** Vanessa Guerra  
**Sent:** Friday, July 13, 2018 11:13 AM  
**To:** Kristina L. Hale <khale@ci.laredo.tx.us>  
**Subject:** FW: MPO/TxDOT Planning Agreement

Good morning Ms. Hale,

I was wondering if you had had a chance to review the latest draft MPO Planning Agreement. As I mentioned below, TxDOT is requesting that the City, and the MPO partially execute by September. TxDOT requires any proposed changes to the document be submitted as soon as possible so that TxDOT's lawyers can review/approve them. Thank you. Vanessa

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)

---

**From:** Vanessa Guerra  
**Sent:** Tuesday, July 03, 2018 3:46 PM  
**To:** Kristina L. Hale  
**Cc:** Nathan R. Bratton  
**Subject:** FW: MPO/TxDOT Planning Agreement

Good afternoon Ms. Hale,

Attached for your review is the latest draft MPO Planning Agreement, as well as, the previous agreement executed in 2012. TxDOT requires that the City, as the MPO's fiscal agent, the MPO and



TxDOT agree in writing as to each party's responsibilities regarding the MPO. Said agreements are updated approximately every 5 years.

TxDOT is requesting that the City and the MPO partially execute by September, therefore I will be submitting to City Council and the MPO in August for authorization to execute.

Should you have any concerns please, send them by July 13<sup>th</sup> if possible. Please don't hesitate to give me a call with any questions.

Thanks Vanessa

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)

---

**From:** Adriana Rodriguez Delgado  
**Sent:** Monday, July 02, 2018 5:08 PM  
**To:** Vanessa Guerra  
**Cc:** Nathan R. Bratton  
**Subject:** RE: MPO/TxDOT Planning Agreement

Please send to Legal for their review.

**Adriana R. Delgado**  
**City of Laredo**  
**Financial Services Dept.**  
**Phone (956)791-7436**  
**Fax (956)791-7477**

---

**From:** Vanessa Guerra  
**Sent:** Monday, July 2, 2018 4:49 PM  
**To:** Adriana Rodriguez Delgado <[adelgado1@ci.laredo.tx.us](mailto:adelgado1@ci.laredo.tx.us)>  
**Cc:** Nathan R. Bratton <[nbratton@ci.laredo.tx.us](mailto:nbratton@ci.laredo.tx.us)>  
**Subject:** FW: MPO/TxDOT Planning Agreement  
**Importance:** High

Hi Adriana,

I have attached the latest draft MPO Planning Agreement, between TxDOT, the City as the Fiscal Agent, and the MPO, as well as, the 2012 agreement. TxDOT mentions below that the current draft agreement is pretty similar to the one the City previously signed.

The responsibilities of the fiscal agent are spread throughout the document, so you may wish to review the entire document, but I noticed that Articles 5, 27 (maybe), 29 (maybe) 37, and 38 pertain to the fiscal agent's responsibilities. Please review and submit your comments by July 13<sup>th</sup>.



I will be submitting to the City Council for authorization to execute in August. Give me a call with any questions, and/or let me know if you think it should be sent to anyone else in the city for their review. Thanks. V.

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)

---

**From:** Peggy Thurin

**Sent:** Friday, May 18, 2018 9:55 AM

**To:** [jpollack@cctxmpo.us](mailto:jpollack@cctxmpo.us); Kendra Coufal; [nbratton@ci.laredo.tx.us](mailto:nbratton@ci.laredo.tx.us); [djones@mail.ci.lubbock.tx.us](mailto:djones@mail.ci.lubbock.tx.us); [barnettc@co.grayson.tx.us](mailto:barnettc@co.grayson.tx.us); [lin.barnett@wichitafallstx.gov](mailto:lin.barnett@wichitafallstx.gov); Muno, Travis; [elisa.smetana@abilenetx.com](mailto:elisa.smetana@abilenetx.com); [ashby.johnson@campotexas.org](mailto:ashby.johnson@campotexas.org); [bdickinson@setrpc.org](mailto:bdickinson@setrpc.org); [bmpo@cob.us](mailto:bmpo@cob.us); [drudge@bcsmmpo.org](mailto:drudge@bcsmmpo.org); [mmorris@nctcog.org](mailto:mmorris@nctcog.org); [mmedina@elpasompo.org](mailto:mmedina@elpasompo.org); [jjgarza@myharlingen.us](mailto:jjgarza@myharlingen.us); [acanon@hcmpo.org](mailto:acanon@hcmpo.org); [alan.clark@h-gac.com](mailto:alan.clark@h-gac.com); [mwyers@longviewtexas.gov](mailto:mwyers@longviewtexas.gov); [cwalker@permianbasinmpo.com](mailto:cwalker@permianbasinmpo.com); [major.hofheins@cosatx.us](mailto:major.hofheins@cosatx.us); [imartinez@alamoareampo.org](mailto:imartinez@alamoareampo.org); [ReaDonna.Jones@txkusa.org](mailto:ReaDonna.Jones@txkusa.org); [hnick@tylertexas.com](mailto:hnick@tylertexas.com); [mbergeron@victoriatx.org](mailto:mbergeron@victoriatx.org); [cevilia@ci.waco.tx.us](mailto:cevilia@ci.waco.tx.us); Dan Kessler

**Cc:** Nick Page; Raymond Sanchez Jr; Sara Garza; Mansour Shiraz

**Subject:** MPO/TxDOT Planning Agreement

**Importance:** High

Attached please find the updated template for our planning agreement. Some of the boiler plate has been updated but for the most part it is the same responsibility listing that y'all signed before.

Like the Transit MOU, our lawyers have reviewed and signed off on the language contained in this template. Do not change the wording beyond the fill-ins. The responsibility to hire/fire the MPO director is listed under three area (the MPO, the Policy Board, the fiscal agent). Please select the appropriate one for your organization and delete it from the other two.

Everyone's contracts are set to expire September 30 (Even yours, Ashby) so I would like to have all the partially executed contracts back to me by September 17. Give me a shout if you have any questions/concerns.

**Click It or Ticket.**  
**Day and Night.** 



## Vanessa Guerra

---

**From:** Peggy Thurin <Peggy.Thurin@txdot.gov>  
**Sent:** Friday, July 13, 2018 1:27 PM  
**To:** Vanessa Guerra; Sara Garza  
**Cc:** Nathan R. Bratton; Kristina L. Hale  
**Subject:** RE: Laredo MPO planning agreement

These have been approved!

---

**From:** Vanessa Guerra [<mailto:vguerra@ci.laredo.tx.us>]  
**Sent:** Friday, July 13, 2018 12:21 PM  
**To:** Peggy Thurin; Sara Garza  
**Cc:** Nathan R. Bratton; Kristina L. Hale  
**Subject:** RE: Laredo MPO planning agreement

Hi Peggy,

The proposed change I sent today is in addition to the two proposed changes I sent previously. Thanks! V.

---

**From:** Peggy Thurin [<mailto:Peggy.Thurin@txdot.gov>]  
**Sent:** Friday, July 13, 2018 11:44 AM  
**To:** Vanessa Guerra; Sara Garza  
**Cc:** Nathan R. Bratton; Kristina L. Hale  
**Subject:** RE: Laredo MPO planning agreement

Please don't do that yet until I get a response from our lawyers. I just spoke with them and they are hoping to get a response for me shortly (this is a very busy time of year for all of us...)

---

**From:** Vanessa Guerra [<mailto:vguerra@ci.laredo.tx.us>]  
**Sent:** Friday, July 13, 2018 11:20 AM  
**To:** Sara Garza  
**Cc:** Peggy Thurin; Nathan R. Bratton; Kristina L. Hale  
**Subject:** FW: Laredo MPO planning agreement

Good morning Sara,  
The MPO will be making the following change to the planning agreement. Please advise.

**Article 6. Responsibilities of the MPO Transportation Planning Director**

The responsibilities of the MPO Transportation Planning Director are as follows:  
Administer the MPO's UPWP. The Director shall ~~serve in a full-time capacity and shall~~ take planning policy direction from and be responsible to the designated MPO Policy Committee.

---

**From:** Vanessa Guerra  
**Sent:** Tuesday, July 03, 2018 4:08 PM  
**To:** 'Sara Garza'  
**Cc:** Peggy Thurin ([Peggy.Thurin@txdot.gov](mailto:Peggy.Thurin@txdot.gov)); Nathan R. Bratton; Kristina L. Hale  
**Subject:** Laredo MPO planning agreement

Good afternoon Sara,



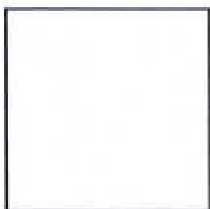
The Laredo MPO will be making the following changes to the planning agreement. Please advise. Thanks. V.

**Article 4. Responsibilities of the MPO Policy Committee**

D. Exercise sole responsibility to hire, supervise, evaluate, and terminate and direct the MPO Transportation Planning Director.

**Article 5. Responsibilities of the Fiscal Agent**

F. Exercise sole responsibility to hire, supervise, evaluate, and terminate the MPO Transportation Planning Director.





**From:** Sara Garza [mailto:Sara.Garza@txdot.gov]  
**Sent:** Friday, May 18, 2018 11:35 AM  
**To:** Vanessa Guerra  
**Subject:** FW: MPO/TxDOT Planning Agreement  
**Importance:** High

FYI

**From:** Peggy Thurin  
**Sent:** Friday, May 18, 2018 9:55 AM  
**To:** [jpollack@cctxmpo.us](mailto:jpollack@cctxmpo.us); Kendra Coufal; [nbratton@ci.laredo.tx.us](mailto:nbratton@ci.laredo.tx.us); [djones@mail.ci.lubbock.tx.us](mailto:djones@mail.ci.lubbock.tx.us); [barnettc@co.grayson.tx.us](mailto:barnettc@co.grayson.tx.us); [lin.barnett@wichitafallstx.gov](mailto:lin.barnett@wichitafallstx.gov); Muno, Travis; [elisa.smetana@abilenetx.com](mailto:elisa.smetana@abilenetx.com); [ashby.johnson@campotexas.org](mailto:ashby.johnson@campotexas.org); [bdickinson@setrpc.org](mailto:bdickinson@setrpc.org); [bmpo@cob.us](mailto:bmpo@cob.us); [drudge@bcsmmpo.org](mailto:drudge@bcsmmpo.org); [mmorris@nctcog.org](mailto:mmorris@nctcog.org); [mmedina@elpasommpo.org](mailto:mmedina@elpasommpo.org); [jjgarza@myharlingen.us](mailto:jjgarza@myharlingen.us); [acanon@hcmmpo.org](mailto:acanon@hcmmpo.org); [alan.clark@h-gac.com](mailto:alan.clark@h-gac.com); [mwyers@longviewtexas.gov](mailto:mwyers@longviewtexas.gov); [cwalker@permianbasinmmpo.com](mailto:cwalker@permianbasinmmpo.com); [major.hofheins@cosatx.us](mailto:major.hofheins@cosatx.us); [imartinez@alamoareaampo.org](mailto:imartinez@alamoareaampo.org); [ReaDonna.Jones@txkusa.org](mailto:ReaDonna.Jones@txkusa.org); [hnick@tylertexas.com](mailto:hnick@tylertexas.com); [mbergeron@victoriatx.org](mailto:mbergeron@victoriatx.org); [cevilia@ci.waco.tx.us](mailto:cevilia@ci.waco.tx.us); Dan Kessler  
**Cc:** Nick Page; Raymond Sanchez Jr; Sara Garza; Mansour Shiraz  
**Subject:** MPO/TxDOT Planning Agreement  
**Importance:** High

Attached please find the updated template for our planning agreement. Some of the boiler plate has been updated but for the most part it is the same responsibility listing that y'all signed before.

Like the Transit MOU, our lawyers have reviewed and signed off on the language contained in this template. Do not change the wording beyond the fill-ins. The responsibility to hire/fire the MPO director is listed under three area (the MPO, the Policy Board, the fiscal agent). Please select the appropriate one for your organization and delete it from the other two.

Everyone's contracts are set to expire September 30 (Even yours, Ashby) so I would like to have all the partially executed contracts back to me by September 17. Give me a shout if you have any questions/concerns.

**Click It or Ticket.**  
**Day and Night.** 







D. Discussion with possible action on the transfer of \$ 96.93 Million from the construction of US 59 Interchanges at Del Mar Blvd, Shiloh Dr., International Airport, Jacaman Rd, and University Blvd ( CSJs: 0086-14-075,076,077,078,and 079) to the construction of US 59 Frontage Roads between US 59 and International Blvd (CSJs: 0086-14-086,087,088,and 089). This change will allow better access to business and residences located along the US 59 corridor. In addition, it will allow for easier future construction of the interchanges by avoiding duplicated traffic closures/detours.



## Angelica Quijano

---

**From:** Vanessa Guerra  
**Sent:** Wednesday, August 1, 2018 11:48 AM  
**To:** Angelica Quijano  
**Subject:** FW: New Policy Item- MPO Meeting (07/16/18)

---

**From:** Roberto Rodriguez III [<mailto:Roberto.Rodriguez@txdot.gov>]  
**Sent:** Wednesday, July 11, 2018 2:44 PM  
**To:** Vanessa Guerra  
**Cc:** Melisa Montemayor; David Salazar; Nathan R. Bratton  
**Subject:** New Policy Item- MPO Meeting (07/16/18)

Vanessa,  
Here is the item to be included:

Discussion with possible action on the transfer of \$ 96.93 Million from the construction of US 59 Interchanges at Del Mar Blvd, Shiloh Dr, International Airport , Jacaman Rd, and University Blvd ( CSJs: 0086-14-075,076,077,078,and 079) to the construction of US 59 Frontage Roads between US 59 and International Blvd (CSJs: 0086-14-086,087,088,and 089). This change will allow better access to business and residences located along the US 59 corridor. In addition, it will allow for easier future construction of the interchanges by avoiding duplicated traffic closures/detours.

Please let us know if you need additional information.

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





**Laredo MPO Highway Project Summary List**  
**FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM**  
**PER ACTIONS OF THE POLICY COMMITTEE THRU - 05/2018**

	CSJ	PROJECT NAME	SCOPE	FROM	TO	PROJECT SPONSOR	CATEGORY	YOE COST	Status of Project
FY 2019	0018-06-183	IH 35 DC#5	Construct direct connector # 5	0.5 mi S of US59/LP 20	0.5 mi E IH 35/US 59-LP 20	TxDOT	4	34,637,499	under design-working towards 30% PS&E
	0922-33-093	Calton Grade Separation	Construct a Grade Separation Interchange	0.25 Miles East of Calton Rd.	0.25 Miles West of Calton Rd.	City	10	21,249,609	As reported to TxDOT: 95% PS&E, ROW acquisition pending, Utility clearance pending, Railroad Agreement pending (City PM: Gabriel Martinez)
	0922-33-076	Flecha Ln./Las Cruces	Construct new location two lane highway	Intersection of FM 1472 and Flecha	0.174 Miles East of FM 1472	City	10	1,987,857	As reported to TxDOT: 90% PS&E, ROW and Utilities pending, Corp of Engr Mitigation proces: underway (City PM: Gabriel Martinez)
	0922-33-177	River Vega Trail	Construct hike & bike trail	Anna Park	LCC Campus	City	9-TAP	913,402	AFA pending execution; Procurement process to follow (City PM: John Porter)
FY 2020									
FY 2021	0922-33-165	Hachar Rd.	Cosntruct 5 lane Rural Highway	FM 1472	0.100 Miles E of Beltway Parkway	City	7	32,339,796	No current report to TxDOT; City to provide status. (City PM: Not yet provided to TxDOT)
	0922-33-178	Bridge Inspection Booths	Cosntruction of Inspection Booths	World Trade Bridge		City	10	12,067,384	AFA pending execution (City PM: Not yet provided to TxDOT)
	0018-06-136	Shiloh Overpass on IH 35	Widen of Main lanes and RR Grade Separation	Shiloh Drive	0.25 Miles of US 59/IH 69W	TxDOT	1	67,435,054	Survey and Schematic refinement underway; PS&E to follow
	0086-14-078	Jacaman Interchange on Loop 20 (US 59)	Construction of Interchange	0.50 MI S of Jacaman	0.50 MI N of Jacaman	TxDOT	2	22,438,723	Survey and Schematic refinement underway; PS&E to follow
FY 2022	0018-05-089	Uniroyal Bridge on IH 35	Replacement of existing bridge	0.500 MI S of Uniroyal Interchange	2.66 MI N of Uniroyal Interchange	TxDOT	1	83,477,632	Schematic at 30%; Utility identification and railroad coordination underway



0086-14-075	Del Mar Interchange on IH 35	Construction of Interchange	0.50 MI S of Del Mar Blvd.	0.50 MI N of Del Mar Blvd.	TxDOT	2	30,692,033	Survey and Schematic refinement underway; PS&E to follow
0086-14-076	Shiloh Interchange on US 59	Construction of Interchange	0.50 MI S of Shiloh Rd.	0.50 MI N of Shiloh Rd.	TxDOT	2	27,380,859	Survey and Schematic refinement underway; PS&E to follow
0086-14-079	University Interchange on US 59	Construction of Interchange	0.50 MI S of University Blvd.	0.50 MI N of University Blvd.	TxDOT	2	21,458,953	Survey and Schematic refinement underway; PS&E to follow

Note: Shaded areas denote a GROUPED project category

#### Funding Category Types

**CAT 1:** Preventive Maintenance and Rehabilitation

**CAT 2:** Metro Corridor Projects

**CAT 7:** Metro Mobility and Rehabilitation

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

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

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

#### OUTSIDE OF TIP YEARS/ALREADY IN THE PORTAL

FY 2023	TBD	Reuthinger	Construct 5 lane road	Beltway Parkway	IH35	County	7	21,440,668
FY 2024	0086-14-077	Airport	Construct overpass	at airport		County	2M	14,785,990





# **2019-2022 Statewide Transportation Improvement Program**



# 2019-2022 TIP LOCATIONS OF PROJECTS

## TIP 2019-2022 PROJECTS

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

CSJ 0018-06-183  
ROADWAY IH 35  
FROM 0.6 mi S of US 59-SL20  
TO 0.5 mi E of IH 35/US 59-SL20  
WORK Construction of direct  
connector interchange (DC#5)  
TOTAL COST \$34,637,499  
FY 2019

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

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

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

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

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

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

CSJ:0922-33-165

CSJ:0018-05-089

CSJ:0018-06-183

CSJ:0922-33-178

CSJ:0018-06-136

CSJ:0922-33-076

CSJ:0922-33-093

CSJ:0922-33-177

CSJ:0086-14-076

CSJ:0086-14-075

CSJ:0086-14-079

CSJ:0086-14-078

### Continued

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

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

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

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

### Legend

#### TIP PROJECTS



Original Projects 2019-2022



TIP



Date: 8/14/2018





# **2019-2022 Statewide Transportation Improvement Program**

---

**Laredo MPO**

Highway Projects



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
LAREDO MPO - HIGHWAY PROJECTS  
FY 2019

2019-2022 STIP		07/2018 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0922-33-177	2019	CS	C,E	LAREDO	\$ 815,798
LIMITS FROM Anna Park		PROJECT SPONSOR						
LIMITS TO LCC Campus		REVISION DATE 07/2018						
PROJECT Construction of River Vega Multiuse Alternative Transportation Trail		MPO PROJ NUM						
DESCR		FUNDING CAT(S) 9TAP						
REMARKS		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	19,082		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC TOTAL
ROW PURCH \$	0	COST OF	9TAP	\$ 652,638	\$ 0	\$ 0	\$ 163,160	\$ 0 \$ 815,798
CONSTR \$	777,634	APPROVED	TOTAL	\$ 652,638	\$ 0	\$ 0	\$ 163,160	\$ 0 \$ 815,798
CONST ENG \$	19,082	PHASES						
CONTING \$	0							
INDIRECT \$	81,580							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	897,378							

2019-2022 STIP		07/2018 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0018-06-183	2019	IH 35	C,E	LAREDO	\$ 34,637,499
LIMITS FROM 0.50 miles south of US59-SL20		PROJECT SPONSOR						
LIMITS TO 0.50 miles east of IH35/US59-SL20		REVISION DATE 07/2018						
PROJECT Construction of Direct Connector Interchange (DC#5)		MPO PROJ NUM						
DESCR		FUNDING CAT(S) 1,4						
REMARKS		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	1,548,716		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC TOTAL
ROW PURCH \$	0	COST OF	4	\$ 27,000,000	\$ 3,000,000	\$ 0	\$ 0	\$ 0 \$ 30,000,000
CONSTR \$	31,606,441	APPROVED	1	\$ 4,173,749	\$ 463,750	\$ 0	\$ 0	\$ 0 \$ 4,637,499
CONST ENG \$	1,482,342	PHASES	TOTAL	\$ 31,173,749	\$ 3,463,750	\$ 0	\$ 0	\$ 0 \$ 34,637,499
CONTING \$	945,003							
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	35,582,502							

2019-2022 STIP		07/2018 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0922-33-093	2019	CS	C,E,R	LAREDO	\$ 21,249,609
LIMITS FROM 0.25 M EAST OF CALTON/SAN MARIA INT		PROJECT SPONSOR						
LIMITS TO 0.25 M WEST OF CALTON/SAN MARIA INT		REVISION DATE 07/2018						
PROJECT CONSTRUCTION OF A GRADE SEPARATION INTERCHANGE		MPO PROJ NUM						
DESCR		FUNDING CAT(S) 3LC,10						
REMARKS		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	795,858		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC TOTAL
ROW PURCH \$	3,450,000	COST OF	10	\$ 11,499,829	\$ 0	\$ 0	\$ 1,647,606	\$ 0 \$ 13,147,435
CONSTR \$	16,242,001	APPROVED	3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,102,174 \$ 8,102,174
CONST ENG \$	761,750	PHASES	TOTAL	\$ 11,499,829	\$ 0	\$ 0	\$ 1,647,606	\$ 8,102,174 \$ 21,249,609
CONTING \$	485,636							
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	21,735,245							



WEDNESDAY, AUGUST 15, 2018  
10:16:02 AM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
LAREDO MPO - HIGHWAY PROJECTS  
FY 2019

PAGE: 4 OF 8

2019-2022 STIP			07/2018 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0922-33-076	2019	CS	C,E	LAREDO	\$	1,987,857
LIMITS FROM INTERSECTION OF FM 1472 AND FLECHA						PROJECT SPONSOR			
LIMITS TO 0.174 MILES EAST OF FM 1472						REVISION DATE 07/2018			
PROJECT new location two lane highway						MPO PROJ NUM			
DESCR						FUNDING CAT(S) 3LC,10			
REMARKS			PROJECT HISTORY						
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	88,711	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	1,250,000		10	\$ 1,098,378	\$ 0	\$ 0	\$ 274,595	\$ 0	\$ 1,372,973
CONSTR \$	1,810,434		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 614,884	\$ 614,884
CONST ENG \$	88,711		TOTAL	\$ 1,098,378	\$ 0	\$ 0	\$ 274,595	\$ 614,884	\$ 1,987,857
CONTING \$	22,630								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	3,260,486								

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



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
LAREDO MPO - HIGHWAY PROJECTS  
FY 2021

2019-2022 STIP			07/2018 Revision: Pending Approval					
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0018-06-136	2021	IH 35	C,E	LAREDO	\$ 67,435,054
LIMITS FROM Shiloh Drive			PROJECT SPONSOR					
LIMITS TO 0.25 miles North of US 59/IH69W			REVISION DATE 07/2018					
PROJECT Widen of main lanes and RR Grade separation			MPO PROJ NUM					
DESCR			FUNDING CAT(S) 1,2M,4,12					
REMARKS			PROJECT HISTORY					
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	3,015,163		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC TOTAL
ROW PURCH \$	0	COST OF APPROVED PHASES	1	\$ 10,748,043	\$ 2,687,011	\$ 0	\$ 0	\$ 13,435,054
CONSTR \$	61,533,948		2M	\$ 7,200,000	\$ 1,800,000	\$ 0	\$ 0	\$ 9,000,000
CONST ENG \$	2,885,942		4	\$ 21,600,000	\$ 5,400,000	\$ 0	\$ 0	\$ 27,000,000
CONTING \$	1,839,865		12	\$ 14,400,000	\$ 3,600,000	\$ 0	\$ 0	\$ 18,000,000
INDIRECT \$	0		TOTAL	\$ 53,948,043	\$ 13,487,011	\$ 0	\$ 0	\$ 67,435,054
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	69,274,918							

2019-2022 STIP			07/2018 Revision: Pending Approval					
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0922-33-178	2021	CS	C,E	LAREDO	\$ 12,067,384
LIMITS FROM World Trade International Bridge			PROJECT SPONSOR					
LIMITS TO			REVISION DATE 07/2018					
PROJECT construction of inspection booths			MPO PROJ NUM					
DESCR			FUNDING CAT(S) 10					
REMARKS			PROJECT HISTORY					
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	538,575		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC TOTAL
ROW PURCH \$	0	COST OF APPROVED PHASES	10	\$ 9,653,907	\$ 2,413,477	\$ 0	\$ 0	\$ 12,067,384
CONSTR \$	10,991,333		TOTAL	\$ 9,653,907	\$ 2,413,477	\$ 0	\$ 0	\$ 12,067,384
CONST ENG \$	537,476							
CONTING \$	124,202							
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	12,191,586							

2019-2022 STIP			07/2018 Revision: Pending Approval					
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0086-14-078	2021	US 59	C	LAREDO	\$ 22,438,724
LIMITS FROM 0.50 mi. S. of Jacaman			PROJECT SPONSOR					
LIMITS TO 0.50 mi. N. of Jacaman			REVISION DATE 07/2018					
PROJECT For construction of interchange			MPO PROJ NUM					
DESCR			FUNDING CAT(S) 2M,12					
REMARKS			PROJECT HISTORY					
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	1,099,497		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC TOTAL
ROW PURCH \$	0	COST OF APPROVED PHASES	2M	\$ 4,350,979	\$ 1,087,745	\$ 0	\$ 0	\$ 5,438,724
CONSTR \$	22,438,723		12	\$ 13,600,000	\$ 3,400,000	\$ 0	\$ 0	\$ 17,000,000
CONST ENG \$	1,052,376		TOTAL	\$ 17,950,979	\$ 4,487,745	\$ 0	\$ 0	\$ 22,438,724
CONTING \$	670,916							
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	25,261,512							



WEDNESDAY, AUGUST 15, 2018  
10:16:02 AM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
LAREDO MPO - HIGHWAY PROJECTS  
FY 2021

PAGE: 6 OF 8

2019-2022 STIP			07/2018 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0922-33-165	2021	CS	C,E	LAREDO	\$ 32,339,796	
LIMITS FROM FM 1472						PROJECT SPONSOR			
LIMITS TO 0.1 miles east of Beltway Parkway						REVISION DATE 07/2018			
PROJECT Preliminary engineering for a 5 lane rural roadway						MPO PROJ NUM			
DESCR						FUNDING CAT(S) 7			
REMARKS Hachar roadway - local				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	1,443,215	COST OF APPROVED PHASES \$ 32,339,796	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0		7	\$ 25,871,837	\$ 0	\$ 0	\$ 6,467,959	\$ 0	\$ 32,339,796
CONSTR \$	29,453,366		TOTAL	\$ 25,871,837	\$ 0	\$ 0	\$ 6,467,959	\$ 0	\$ 32,339,796
CONST ENG \$	1,443,215								
CONTING \$	368,167								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	32,707,963								

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



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
LAREDO MPO - HIGHWAY PROJECTS  
FY 2022

2019-2022 STIP			07/2018 Revision: Pending Approval					
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0086-14-079	2022	US 59	C,E	LAREDO	\$ 21,458,953
LIMITS FROM 0.50 mi. S. of University Blvd.						PROJECT SPONSOR		
LIMITS TO 0.50 mi. N. of University Blvd.						REVISION DATE 07/2018		
PROJECT construction of interchange						MPO PROJ NUM		
DESCR						FUNDING CAT(S) 2M		
REMARKS						PROJECT HISTORY		
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	959,475		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC TOTAL
ROW PURCH \$	0	COST OF APPROVED PHASES	2M	\$ 17,167,162	\$ 4,291,791	\$ 0	\$ 0	\$ 0 \$ 21,458,953
CONSTR \$	19,581,123		TOTAL	\$ 17,167,162	\$ 4,291,791	\$ 0	\$ 0	\$ 0 \$ 21,458,953
CONST ENG \$	918,355							
CONTING \$	585,476							
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	22,044,429							

2019-2022 STIP			07/2018 Revision: Pending Approval					
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0086-14-076	2022		C,E	LAREDO	\$ 27,380,860
LIMITS FROM 0.50 mi. S. of Shiloh Road						PROJECT SPONSOR		
LIMITS TO 0.50 mi. N. of Shiloh Road						REVISION DATE 07/2018		
PROJECT construction of interchange						MPO PROJ NUM		
DESCR						FUNDING CAT(S) 2M		
REMARKS						PROJECT HISTORY		
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	1,224,256		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC TOTAL
ROW PURCH \$	0	COST OF APPROVED PHASES	2M	\$ 21,904,688	\$ 5,476,172	\$ 0	\$ 0	\$ 0 \$ 27,380,860
CONSTR \$	24,984,816		TOTAL	\$ 21,904,688	\$ 5,476,172	\$ 0	\$ 0	\$ 0 \$ 27,380,860
CONST ENG \$	1,171,788							
CONTING \$	747,046							
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	28,127,906							

2019-2022 STIP			07/2018 Revision: Pending Approval					
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0086-14-075	2022	US 59	C,E	LAREDO	\$ 30,692,034
LIMITS FROM 0.50 mi. S. of Del Mar Blvd.						PROJECT SPONSOR		
LIMITS TO 0.50 mi. N. of Del Mar Blvd.						REVISION DATE 07/2018		
PROJECT construction of interchange						MPO PROJ NUM		
DESCR						FUNDING CAT(S) 2M		
REMARKS						PROJECT HISTORY		
P7								
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	1,372,306		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC TOTAL
ROW PURCH \$	0	COST OF APPROVED PHASES	2M	\$ 24,553,627	\$ 6,138,407	\$ 0	\$ 0	\$ 0 \$ 30,692,034
CONSTR \$	28,006,235		TOTAL	\$ 24,553,627	\$ 6,138,407	\$ 0	\$ 0	\$ 0 \$ 30,692,034
CONST ENG \$	1,313,492							
CONTING \$	837,386							
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	31,529,419							



WEDNESDAY, AUGUST 15, 2018  
10:16:02 AM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
LAREDO MPO - HIGHWAY PROJECTS  
FY 2022

PAGE: 8 OF 8

2019-2022 STIP		07/2018 Revision: Pending Approval						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST
LAREDO	LAREDO	WEBB	0018-05-089	2022	IH 35	C,E	LAREDO	\$ 83,477,632
LIMITS FROM 0.50 mi. S. of Uniroyal interchange		PROJECT SPONSOR						
LIMITS TO 0.50 mi. N. of Uniroyal interchange		REVISION DATE 07/2018						
PROJECT replacement of existing bridge		MPO PROJ NUM						
DESCR		FUNDING CAT(S) 1,4						
REMARKS		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	3,640,769	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	1	\$ 16,629,869	\$ 1,847,763	\$ 0	\$ 0	0	\$ 18,477,632
CONSTR \$	74,301,408	4	\$ 58,500,000	\$ 6,500,000	\$ 0	\$ 0	0	\$ 65,000,000
CONST ENG \$	5,535,455	TOTAL	\$ 75,129,869	\$ 8,347,763	\$ 0	\$ 0	0	\$ 83,477,632
CONTING \$	0							
INDIRECT \$	0							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	83,477,632							

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





Logged in as Vanessa Guerra

[Log Out](#)[Project Management](#)[Reports](#)[Support](#)

Project Management &gt; Area List &gt; STIPs (M-LAREDO) &gt; Revisions (2019-2022) &gt; TIP Instances (07/2018) &gt; Highway Projects (07/2018)

07/2018 Revision  
TIP Details [Data](#)

Upload File:  [Browse](#) [Upload](#)

File: Laredo MPO 2019-2022 TIP.pdf

File: Laredo MPO FAST ACT Checklist Documentation.pdf

File: Laredo MPO - MTP.pdf

File: Laredo MPO Back Up-06152018164738.pdf

File: Laredo MPO MTP - AMENDS SUMMARY AND REV. #9.pdf

File: Laredo MPO PPP-06152018164826.pdf

☐ All

All Projects

0 selected

Bulk Action

☐ All

FY: 2019

CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv Status
<input type="checkbox"/> 0922-33-076	CS	-	INTERSECTION OF F...	0.174 MILES EAST O...	Y	08/02/18 10:09	9	6	2019-2022	C,E	2019	
<input type="checkbox"/> 0922-33-093	CS	-	0.25 M EAST OF CAL...	0.25 M WEST OF CAL...	Y	08/02/18 10:10	7	5	2019-2022	C,E,R	2019	
<input type="checkbox"/> 0922-33-177	CS	-	Anna Park	LCC Campus	Y	08/02/18 10:11	2	2	2019-2022	C,E	2019	
<input type="checkbox"/> 0018-06-183	IH 35	-	0.50 miles south of US...	0.50 miles east of IH35...	Y	08/02/18 10:12	2	2	2019-2022	C,E	2019	
Total		4 Projects										

☐ All

FY: 2021

CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv Status
<input type="checkbox"/> 0922-33-165	CS	-	FM 1472	0.1 miles east of Beltw...	Y	08/02/18 10:14	4	4	2019-2022	C,E	2021	
<input type="checkbox"/> 0922-33-178	CS	-	World Trade Internatio...	-	Y	08/02/18 10:19	1	1	2019-2022	C,E	2021	
<input type="checkbox"/> 0018-06-136	IH 35	-	Shiloh Drive	0.25 miles North of US...	Y	08/02/18 10:31	1	1	2019-2022	C,E	2021	
<input type="checkbox"/> 0086-14-078	US 59	-	0.50 mi. S. of Jacaman	0.50 mi. N. of Jacaman	Y	08/02/18 10:32	3	3	2019-2022	C	2021	
Total		4 Projects										

☐ All

FY: 2022

CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv Status
<input type="checkbox"/> 0086-14-076	-	-	0.50 mi. S. of Shiloh R...	0.50 mi. N. of Shiloh R...	Y	08/02/18 10:34	1	1	2019-2022	C,E	2022	
<input type="checkbox"/> 0018-05-089	IH 35	-	0.50 mi. S. of Uniroyal...	0.50 mi. N. of Uniroyal...	Y	08/02/18 10:36	1	1	2019-2022	C,E	2022	
<input type="checkbox"/> 0086-14-075	US 59	-	0.50 mi. S. of Del Mar...	0.50 mi. N. of Del Mar...	Y	08/02/18 10:39	1	1	2019-2022	C,E	2022	
<input type="checkbox"/> 0086-14-079	US 59	-	0.50 mi. S. of Universit...	0.50 mi. N. of Universit...	Y	08/02/18 10:41	1	1	2019-2022	C,E	2022	
Total		4 Projects										

STIP Portal

Wed, Aug 15, 2018 10:20:01 AM





# **2017-2020 Statewide Transportation Improvement Program**



# 2017-2020 TIP LOCATIONS OF PROJECTS

## TIP 2017-2020 PROJECTS

### ORIGINAL PROJECTS

CSJ: 0922-33-170  
ROADWAY: ZACATE CREEK  
FROM: .18 MI N of Jacaman Rd  
TO: E Del Mar Blvd  
WORK: Design & construction of 10,250 linear feet of trail along Zacate Creek  
TOTAL COST: \$1,317,011  
FY 2017

CSJ: 0922-33-076  
ROADWAY: FLECHA LN  
FROM: Intersection of Flecha Ln/ FM1472  
TO: .174MI east of FM1472  
WORK: The realignment of Flecha Ln/Las Cruces along FM1472  
TOTAL COST: \$3,457,520  
FY 2017

CSJ: 0922-33-093  
ROADWAY: CALTON RD  
FROM: .25MI E of Calton/ Santa Maria Intersection  
TO: .25MI W of Calton/ Santa Maria Intersection  
WORK: Construction of a grade separation at Calton/ Santa Maria Intersection  
TOTAL COST: \$23,349,576  
FY 2018

CSJ: 0922-33-165  
ROADWAY: HACHAR PARKWAY  
FROM: FM 1472  
TO: .1 MI E of Bellway Parkway  
WORK: Preliminary engineering of 5 lane rural highway  
TOTAL COST: \$24,041,180  
FY 2019

### REVISION I

**UPDATED FUNDING & TOTAL COST & LET YEAR**  
CSJ: 0922-33-076 FY2018  
ROADWAY: FLECHA LN  
TOTAL COST: \$2,047,199

**UPDATED FUNDING & TOTAL COST & LET YEAR**  
CSJ: 0922-33-093 FY2018  
ROADWAY: CALTON RD  
TOTAL COST: \$23,014,142

**UPDATED FUNDING & TOTAL COST**  
CSJ: 0922-33-165  
ROADWAY: HACHAR PARKWAY  
TOTAL COST: \$26,796,902  
FY 2017

**ADDED PROJECT**  
CSJ: 0086-14-065  
ROADWAY: LOOP 20  
FROM: 0.330 MI W of IH35  
TO: 0.160 MI W of McPherson Rd  
WORK: Construction of Interchange facility of IH35  
TOTAL COST: \$26,564,945  
FY 2017

**ADDED PROJECT**  
CSJ: 0086-14-081  
ROADWAY: LOOP 20  
FROM: 1.400 MI W of IH35  
TO: 0.600 MI W of McPherson Rd  
WORK: ITS Portion of Interchange facility over IH35  
TOTAL COST: \$1,500,000  
FY 2017

**ADDED PROJECT**  
CSJ: 0922-33-175  
ROADWAY: HACHAR PARKWAY  
FROM: FM 1472  
TO: IH35 West Frontage Rd  
WORK: PS&E including ROW mapping only  
TOTAL COST: \$1,634,277  
FY 2018

**ADDED PROJECT**  
CSJ: 0086-14-077  
ROADWAY: LOOP 20  
AT: LAREDO INTERNATIONAL AIRPORT  
WORK: CONSTRUCTION OF OVERPASS  
TOTAL COST: \$14,785,990  
FY 2018

### REVISION I (CONTINUED)

**ADDED PROJECT**  
CSJ: 0086-14-078  
ROADWAY: LOOP 20  
AT: JACAMAN RD  
WORK: CONSTRUCTION OF OVERPASS  
TOTAL COST: \$19,691,424  
FY 2020

**ADDED PROJECT**  
CSJ: 0086-14-082  
ROADWAY: LOOP 20  
FROM: JACAMAN RD  
TO: US 59 (SAUNDERS ST)  
WORK: PS&E FOR CONSTRUCTION OF LOOP 20 AT JACAMAN RD & AIRPORT  
TOTAL COST: \$4,641,030  
FY 20XX

**ADDED PROJECT**  
CSJ: 0086-14-20 (Grouped Project)  
ROADWAY: LOOP 20  
FROM: US 59 (SAUNDER ST)  
TO: PROPOSED AIRPORT OVERPASS  
WORK: RIGHT-OF-WAY ACQUISITION  
TOTAL COST: \$4,806,663  
FY 2017

**REVISION II**  
**ADDED PROJECT**  
CSJ: 0018-06-183  
ROADWAY: IH 35  
FROM: SL 20 - .05 MI W of IH 35  
TO: IH 35 - .05 MI S of US59/ SL 20  
WORK: CONSTRUCTION OF DIRECT CONNECTOR DC #5  
TOTAL COST: \$30,000,000  
FY 2019

**ADDED PROJECT**  
CSJ: 0922-33-177  
FROM: ANNA PARK  
TO: LCC CAMPUS  
WORK: RIVERA VEGA, MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL  
TOTAL COST: \$652,638  
FY 2018

### REVISION III

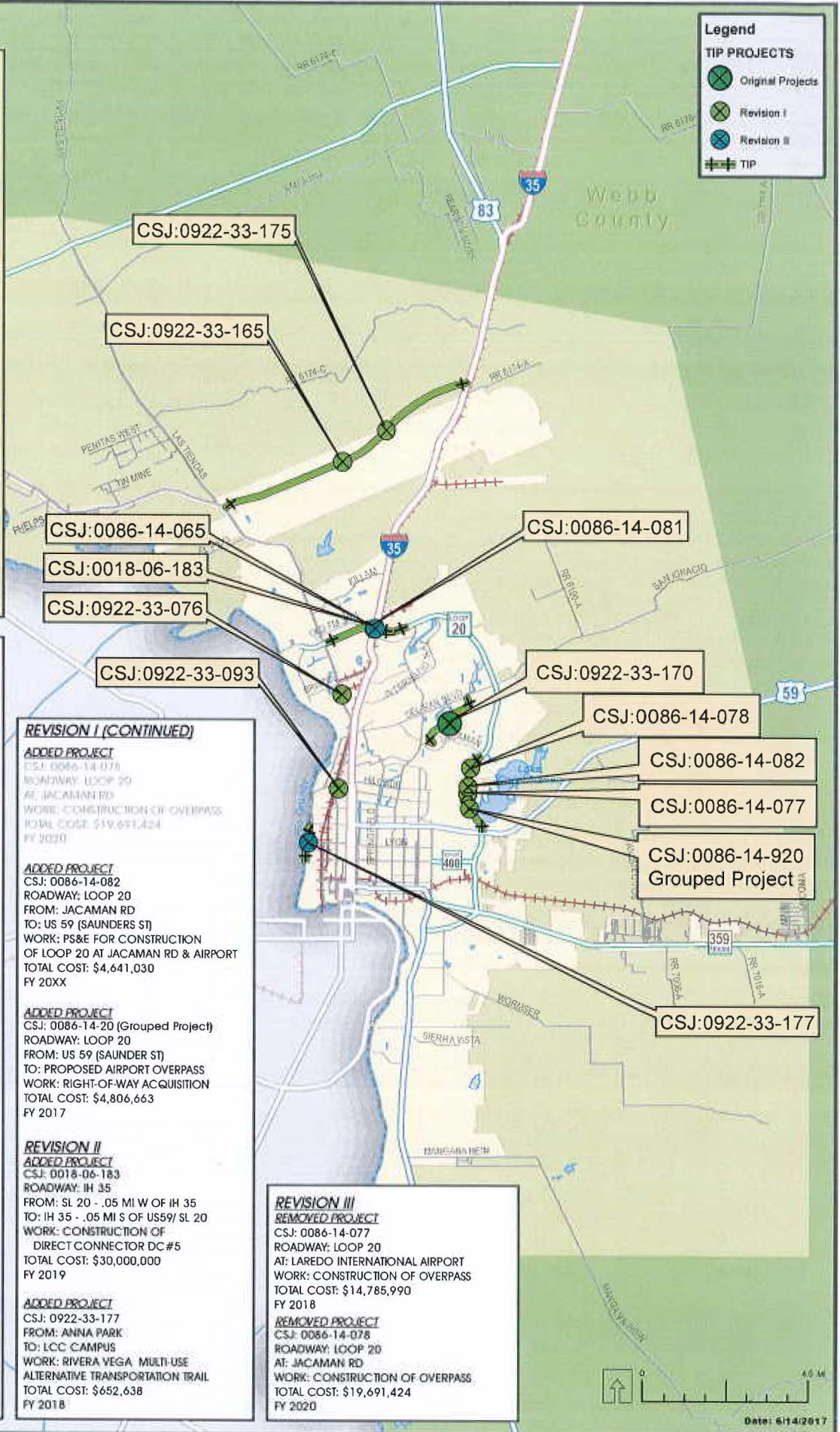
**REMOVED PROJECT**  
CSJ: 0086-14-077  
ROADWAY: LOOP 20  
AT: LAREDO INTERNATIONAL AIRPORT  
WORK: CONSTRUCTION OF OVERPASS  
TOTAL COST: \$14,785,990  
FY 2018

**REMOVED PROJECT**  
CSJ: 0086-14-078  
ROADWAY: LOOP 20  
AT: JACAMAN RD  
WORK: CONSTRUCTION OF OVERPASS  
TOTAL COST: \$19,691,424  
FY 2020

**Legend**

**TIP PROJECTS**

- Original Projects
- Revision I
- Revision II
- TIP







# **2017-2020 Statewide Transportation Improvement Program**

---

**Laredo MPO**

Highway Projects



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
LAREDO MPO - HIGHWAY PROJECTS  
FY 2017

2017-2020 STIP			02/2018 Revision: Approved 05/25/2018						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
LAREDO	LAREDO	WEBB	0086-14-082	2017	US 59	E	LAREDO	\$ 0	
LIMITS FROM International Boulevard						PROJECT SPONSOR			
LIMITS TO US 59/ LP 20 Interchange						REVISION DATE 02/2018			
PROJECT For development of PS&E for Jacaman Road and Airport overpasses						MPO PROJ NUM			
DESCR						FUNDING CAT(S)			
REMARKS						PROJECT History Project being removed from the TIP/STIP			
P7						HISTORY			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	0	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0		TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0
CONSTR \$	0								
CONST ENG \$	0								
CONTING \$	0								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	0								
2017-2020 STIP									
02/2017 Revision: Approved 05/18/2017									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
LAREDO	LAREDO	WEBB	0086-14-081	2017	LP 20	C,E	LAREDO	\$ 1,000,000	
LIMITS FROM 1.400 Miles west of IH 35						PROJECT SPONSOR			
LIMITS TO 0.600 miles west of McPherson Road						REVISION DATE 02/2017			
PROJECT ITS portion of an interchange facility over IH 35						MPO PROJ NUM			
DESCR						FUNDING CAT(S) 10			
REMARKS						PROJECT History			
P7						HISTORY			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	73,500	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0		10	\$ 800,000	\$ 200,000	\$ 0	\$ 0	\$ 0	1,000,000
CONSTR \$	1,000,000		TOTAL	\$ 800,000	\$ 200,000	\$ 0	\$ 0	\$ 0	1,000,000
CONST ENG \$	70,350								
CONTING \$	44,850								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	1,188,700								
2017-2020 STIP									
07/2016 Revision: Approved 12/19/2016									
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
LAREDO	LAREDO	WEBB	0922-33-170	2017	CS	C,E	LAREDO	\$ 1,238,335	
LIMITS FROM At Zacate Creek						PROJECT SPONSOR			
LIMITS TO						REVISION DATE 07/2016			
PROJECT Zacate Creek Multi-Use Alternative Transportation Trail						MPO PROJ NUM			
DESCR						FUNDING CAT(S) 9TAP			
REMARKS						PROJECT History			
P7						HISTORY			
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	54,528	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0		9TAP	\$ 990,668	\$ 0	\$ 0	\$ 247,667	\$ 0	1,238,335
CONSTR \$	1,112,810		TOTAL	\$ 990,668	\$ 0	\$ 0	\$ 247,667	\$ 0	1,238,335
CONST ENG \$	70,997								
CONTING \$	14,355								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	1,252,690								



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
LAREDO MPO - HIGHWAY PROJECTS  
FY 2017

2017-2020 STIP			02/2017 Revision: Approved 05/18/2017						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
LAREDO	LAREDO	WEBB	0086-14-065	2017	SL 20	C	LAREDO	\$ 25,564,945	
LIMITS FROM 0.330 miles west of IH 35						PROJECT SPONSOR			
LIMITS TO 0.160 miles west of McPherson						REVISION DATE 02/2017			
PROJECT For the construction of an interchange facility over IH 35						MPO PROJ NUM			
DESCR						FUNDING CAT(S) 10			
REMARKS CAT 10 is CBI, and approved by FHWA 4/6/15.				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	1,639,489	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0		10	\$ 20,451,956	\$ 5,112,989	\$ 0	\$ 0	\$ 0	\$ 25,564,945
CONSTR \$	25,564,945		TOTAL	\$ 20,451,956	\$ 5,112,989	\$ 0	\$ 0	\$ 0	\$ 25,564,945
CONST ENG \$	1,569,226								
CONTING \$	1,000,423								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	29,774,083								

2017-2020 STIP			02/2017 Revision: Approved 05/18/2017						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
LAREDO	LAREDO	WEBB	0922-33-093	2017	CS	C,E,R	LAREDO	\$ 23,014,142	
LIMITS FROM 0.25 M EAST OF CALTON/SAN MARIA INT						PROJECT SPONSOR			
LIMITS TO 0.25 M WEST OF CALTON/SAN MARIA INT						REVISION DATE 02/2017			
PROJECT CONSTRUCTION OF A GRADE SEPARATION AT CALTON/SAN MARIA INTERSECTION						MPO PROJ NUM			
DESCR						FUNDING CAT(S) 3LC,10			
REMARKS				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	830,293	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	3,450,000		10	\$ 12,926,124	\$ 0	\$ 0	\$ 1,893,585	\$ 0	\$ 14,819,709
CONSTR \$	16,944,765		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 8,194,433	\$ 8,194,433
CONST ENG \$	794,709		TOTAL	\$ 12,926,124	\$ 0	\$ 0	\$ 1,893,585	\$ 8,194,433	\$ 23,014,142
CONTING \$	506,648								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	22,526,415								



WEDNESDAY, AUGUST 15, 2018  
11:14:36 AM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
LAREDO MPO - HIGHWAY PROJECTS  
FY 2018

PAGE: 5 OF 8

2017-2020 STIP		02/2017 Revision: Approved 05/18/2017							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOY COST	
LAREDO	LAREDO	WEBB	0922-33-076	2018	CS	C,E	LAREDO	\$	2,047,199
LIMITS FROM INTERSECTION OF FM 1472 AND FLECHA						PROJECT SPONSOR			
LIMITS TO 0.174 MILES EAST OF FM 1472						REVISION DATE 02/2017			
PROJECT REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM 1472							MPO PROJ NUM		
DESCR							FUNDING CAT(S) 3LC,10		
REMARKS				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	91,360	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	1,250,000		10	\$ 1,440,411	\$ 0	\$ 0	\$ 360,103	\$ 0	\$ 1,800,514
CONSTR \$	1,864,480		3LC	\$ 0	\$ 0	\$ 0	\$ 0	\$ 246,685	\$ 246,685
CONST ENG \$	91,360		TOTAL	\$ 1,440,411	\$ 0	\$ 0	\$ 360,103	\$ 246,685	\$ 2,047,199
CONTING \$	23,306								
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	3,320,506								

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



11:14:36 AM

LAREDO MPO - HIGHWAY PROJECTS  
FY 2019

2017-2020 STIP		05/2017 Revision: Approved 08/22/2017						
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST
LAREDO	LAREDO	WEBB	0922-33-177	2019	MSC	C,E	LAREDO	\$ 815,798
LIMITS FROM Anna Park		PROJECT SPONSOR						
LIMITS TO LCC Campus		REVISION DATE 05/2017						
PROJECT Construction of River Vega Hike and Bike Trail		MPO PROJ NUM						
DESCR		FUNDING CAT(S) 9TAP						
REMARKS		PROJECT HISTORY						
P7								
TOTAL PROJECT COST INFORMATION		AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	19,082	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	9TAP	\$ 652,638	\$ 0	\$ 0	\$ 163,160	\$ 0	\$ 815,798
CONSTR \$	777,634	TOTAL	\$ 652,638	\$ 0	\$ 0	\$ 163,160	\$ 0	\$ 815,798
CONST ENG \$	19,082							
CONTING \$	0							
INDIRECT \$	81,580							
BOND FIN \$	0							
PT CHG ORD \$	0							
TOTAL CST \$	897,378							
COST OF APPROVED PHASES								



WEDNESDAY, AUGUST 15, 2018  
11:14:36 AM

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
LAREDO MPO - HIGHWAY PROJECTS  
FY 2024

PAGE: 8 OF 8

2017-2020 STIP		08/2017 Revision: Approved 10/26/2017							
DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0086-14-077	2024	LP 20	C	LAREDO	\$ 0	
LIMITS FROM At International Airport							PROJECT SPONSOR		
LIMITS TO							REVISION DATE 08/2017		
PROJECT For construction of Airport Overpass							MPO PROJ NUM		
DESCR							FUNDING CAT(S)		
REMARKS				PROJECT History Project being removed from TIP/STIP					
P7				HISTORY					
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG \$	0	COST OF APPROVED PHASES	CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0		TOTAL	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	0
CONSTR \$	0								
CONST ENG \$	0								
CONTING \$	0		\$ 0						
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	0								
TOTAL CST \$	0								

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



STIP



Portal

Logged in as Vanessa Guerra

Log Out

Project Management

Reports

Support

Project Management &gt; Area List &gt; STIPs (M-LAREDO) &gt; Revisions (2013-2016) &gt; All Projects &gt; Highway Projects

☐ All All Projects 0 selected Bulk Action

FY: 2013													
CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv	Status
<input type="checkbox"/> 0922-33-134	CS	-	AT LOS PRESIDENTE...	SL 20 INTERSECTION	Y	03/01/13 12:04	2	1	2013-2016	C	2013		
<input type="checkbox"/> 0922-33-135	CS	-	AT SOUTHGATE BLVD	SL20 INTERSECTION	Y	03/01/13 12:04	2	1	2013-2016	C	2013		
<input type="checkbox"/> 0922-33-133	CS	-	AT CIELITO LINDO AVE	SL 20 INTERSECTION	Y	03/01/13 12:04	2	1	2013-2016	C	2013		
Total		3 Projects											

FY: 2014													
CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv	Status
<input type="checkbox"/> 0086-14-046	SL 20	-	US 59	SH 359	Y	03/01/13 12:04	2	1	2013-2016	C,E,R	2014		
<input type="checkbox"/> 0086-14-046	SL 20	-	0.45 MILE NORTH OF...	0.46 MI S OF SP 400 (...)	Y	04/28/14 12:06	2	1	2013-2016	C,E,R	2014		
Total		2 Projects											

FY: 2015													
CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv	Status
<input type="checkbox"/> 0086-14-061	SL 20	-	SH 359	SPUR 400	Y	06/24/15 15:29	6	3	2015-2018	C,E	2015		
<input type="checkbox"/> 0086-14-062	SL 20	-	1.09 MI S OF SPUR 4...	SPUR 400	Y	06/24/15 15:29	1	1	2015-2018	C,E	2015		
Total		2 Projects											

FY: 2016													
CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv	Status
<input type="checkbox"/> 0922-33-166	CS	-	0.1 mile east of Beltwa...	IH 35 west frontage road	Y	06/24/16 10:00	1	1	2015-2018	E	2016		
<input type="checkbox"/> 2150-04-067	FM 1472	-	Killam Industrial Blvd. (...)	0.3 Miles north of Muel...	Y	06/24/16 10:00	1	1	2015-2018	C,E	2016		
<input type="checkbox"/> 0086-14-066	SL 20	-	0.45 MI EAST OF INT...	0.25 MI WEST OF MC...	Y	06/24/15 15:29	1	1	2015-2018	C	2016		
Total		3 Projects											

FY: 2017													
CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv	Status
<input type="checkbox"/> 0086-14-081	LP 20	-	1.400 Miles west of IH 350	600 miles west of Mc...	Y	05/18/17 09:46	1	1	2017-2020	C,E	2017		
<input type="checkbox"/> 0086-14-065	SL 20	-	0.330 miles west of IH 350	160 miles west of Mc...	Y	05/18/17 09:46	2	2	2017-2020	C	2017		
<input type="checkbox"/> 0086-14-082	US 59	-	International Boulevard	US 59/ LP 20 Intercha...	Y	05/25/18 07:20	3	2	2017-2020	E	2017		
Total		3 Projects											

FY: 2018													
CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv	Status
<input type="checkbox"/> 0922-33-170	CS	-	At Zacate Creek		Y	03/23/18 11:37	2	2	2017-2020	C,E	2018		
Total		1 Project											

FY: 2019													
CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv	Status



CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv Status
<input type="checkbox"/> 0922-33-076	CS	-	INTERSECTION OF F...	0.174 MILES EAST O...	Y	08/02/18 10:09	9	8	2019-2022	C,E	2019	
<input type="checkbox"/> 0922-33-093	CS	-	0.25 M EAST OF CAL...	0.25 M WEST OF CAL...	Y	08/02/18 10:10	7	5	2019-2022	C,E,R	2019	
<input type="checkbox"/> 0922-33-177	CS	-	Anna Park	LCC Campus	Y	08/02/18 10:11	2	2	2019-2022	C,E	2019	
<input type="checkbox"/> 0018-06-183	IH 35	-	0.50 miles south of US...	0.50 miles east of IH35...	Y	08/02/18 10:12	2	2	2019-2022	C,E	2019	
Total			4 Projects									

☐ All

FY: 2021

CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv Status
<input type="checkbox"/> 0922-33-165	CS	-	FM 1472	0.1 miles east of Beltw...	Y	08/02/18 10:14	4	4	2019-2022	C,E	2021	
<input type="checkbox"/> 0922-33-178	CS	-	World Trade Internatio...	-	Y	08/02/18 10:19	1	1	2019-2022	C,E	2021	
<input type="checkbox"/> 0018-06-136	IH 35	-	Shiloh Drive	0.25 miles North of US...	Y	08/02/18 10:31	1	1	2019-2022	C,E	2021	
<input type="checkbox"/> 0086-14-078	US 59	-	0.50 mi. S. of Jacaman	0.50 mi. N. of Jacaman	Y	08/02/18 10:32	3	3	2019-2022	C	2021	
Total			4 Projects									

☐ All

FY: 2022

CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv Status
<input type="checkbox"/> 0086-14-076	-	-	0.50 mi. S. of Shiloh R...	0.50 mi. N. of Shiloh R...	Y	08/02/18 10:34	1	1	2019-2022	C,E	2022	
<input type="checkbox"/> 0018-05-089	IH 35	-	0.50 mi. S. of Uniroyal...	0.50 mi. N. of Uniroyal...	Y	08/02/18 10:36	1	1	2019-2022	C,E	2022	
<input type="checkbox"/> 0086-14-075	US 59	-	0.50 mi. S. of Del Mar...	0.50 mi. N. of Del Mar...	Y	08/02/18 10:39	1	1	2019-2022	C,E	2022	
<input type="checkbox"/> 0086-14-079	US 59	-	0.50 mi. S. of Universit...	0.50 mi. N. of Universit...	Y	08/02/18 10:41	1	1	2019-2022	C,E	2022	
Total			4 Projects									

☐ All

FY: 2024

CSJ	Hwy Num	MPO Proj #	Limits From	Limits To	DCIS	Edited	Cmnts	Revs	STIP	Phase	TIP FY	Aprv Status
<input type="checkbox"/> 0086-14-077	LP 20	-	At International Airport	-	Y	10/26/17 15:56	2	2	2017-2020	C	2024	
Total			1 Project									

STIP Portal



Wed, Aug 15, 2018 11:16:30 AM



the 1990s, the number of people in the world who are undernourished has increased from 600 million to 800 million (FAO 2001). The number of people who are malnourished has increased from 1.1 billion to 1.5 billion (FAO 2001).

There are a number of reasons why the number of people who are undernourished has increased. One of the main reasons is that the world population has increased. The world population is now over 6 billion, and it is expected to reach 9 billion by the year 2050 (FAO 2001). This increase in population has led to a corresponding increase in the demand for food.

Another reason why the number of people who are undernourished has increased is that the world's food production has not kept pace with the increase in demand. The world's food production has increased by only 1.5% per year since 1980, while the world population has increased by 1.2% per year (FAO 2001). This means that the world's food production is not keeping pace with the increase in demand.

A third reason why the number of people who are undernourished has increased is that the world's food distribution is not equitable. The world's food production is not distributed evenly, with some countries producing more food than they need and other countries producing less food than they need (FAO 2001). This means that some countries are able to feed their populations, while other countries are not.

There are a number of ways in which the world's food production and distribution can be improved. One way is to increase the world's food production. This can be done by increasing the area of land used for agriculture, by increasing the yield of crops, and by improving the efficiency of food production (FAO 2001).

Another way to improve the world's food production and distribution is to improve the world's food distribution. This can be done by increasing the amount of food that is available in the world, by improving the way in which food is distributed, and by improving the way in which food is stored (FAO 2001).

There are a number of other ways in which the world's food production and distribution can be improved. These include improving the world's food security, improving the world's food quality, and improving the world's food safety (FAO 2001). These are all important issues that need to be addressed if the world is to ensure that everyone has access to enough food to live a healthy and productive life.

The world's food production and distribution is a complex issue that requires a coordinated effort from all countries. The FAO is working to address these issues and to ensure that everyone has access to enough food to live a healthy and productive life. The FAO is also working to improve the world's food security, food quality, and food safety.

The FAO is also working to improve the world's food production and distribution by increasing the area of land used for agriculture, by increasing the yield of crops, and by improving the efficiency of food production. The FAO is also working to improve the world's food distribution by increasing the amount of food that is available in the world, by improving the way in which food is distributed, and by improving the way in which food is stored.

The FAO is also working to improve the world's food security, food quality, and food safety. The FAO is also working to improve the world's food production and distribution by increasing the area of land used for agriculture, by increasing the yield of crops, and by improving the efficiency of food production. The FAO is also working to improve the world's food distribution by increasing the amount of food that is available in the world, by improving the way in which food is distributed, and by improving the way in which food is stored.



E. Presentation, discussion and possible action on the Kansas City Southern Railroad Quiet Zone Study.





# KANSAS CITY SOUTHERN RAILROAD QUIET ZONE STUDY

PREPARED FOR

THE LAREDO URBAN TRANSPORTATION STUDY (MPO)

July 20, 2018

Kimley » Horn

10814 Jollyville Road, IV  
Suite 300  
Austin, TX 78759



REPORT

KANSAS CITY SOUTHERN RAILROAD  
QUIET ZONE STUDY

PREPARED FOR

THE LAREDO URBAN TRANSPORTATION STUDY (MPO)  
AND THE CITY OF LAREDO

July 20, 2018



## Table of Contents

Executive Summary .....	i
Alternative 1.....	i
Alternative 2.....	ii
Alternative 3.....	iii
Alternative 4.....	iii
Alternative 5.....	iv
Next Steps .....	iv
Introduction .....	5
Study Background and Purpose.....	5
Organizations Involved.....	5
Study Context.....	6
KCSR Rail Operations in Laredo .....	6
KCSR Grade Crossings in Laredo.....	6
Train Horns on The KCSR Rail Corridor.....	11
Quiet Zone Process.....	13
Quiet Zone Analysis .....	14
Methodology.....	14
Supplemental Safety Measures (SSMs).....	15
Four Quadrant Gate System.....	15
Gates with Raised Medians or Channelizing Devices .....	16
One Way Streets With Gates .....	17
Permanent / Temporary Crossing Closures .....	18
Wayside Horns .....	19
Alternative Safety Measures (ASMs).....	19
FRA Quiet Zone Calculations.....	20
Requirements to Establish The Quiet Zone .....	21
Diagnostic Team .....	21
Alternatives Analysis .....	22
Summary.....	25
Alternative 1.....	25
Alternative 2.....	29
Alternative 3.....	33
Alternative 4.....	36
Alternative 5.....	40
Next Steps .....	44
Appendices .....	1
Appendix A: Traffic Count Data .....	2
Appendix B: FRA Grade Crossing Inventory Data .....	3
Appendix C: FRA Grade Crossing Accident Data .....	4
Appendix D: Quiet Zone Process .....	5
Appendix E: Quiet Zone Calculations .....	6
Appendix F: Crossing Photos .....	11



## List of Tables

Table 1: Alternative 1 Proposed Safety Measures.....	ii
Table 2: Alternative 2 Proposed Safety Measures.....	ii
Table 3: Alternative 3 Proposed Safety Measures.....	iii
Table 4: Alternative 4 Proposed Safety Measures.....	iii
Table 5: Alternative 5 Proposed Safety Measures.....	iv
Table 6: Existing KCSR At-Grade Railroad Crossings.....	9
Table 7: FRA Calculations for Each Scenario.....	23
Table 8: Scenario Analysis.....	24

## List of Figures

Figure 1: Existing KCSR At-Grade Crossings (Zaragoza to Market).....	7
Figure 2: Existing KCSR At-Grade Crossings (Logan to Arkansas).....	8
Figure 1: Existing KCSR Crossing Locations.....	10
Figure 4: Railroad Horn Intensity.....	11
Figure 5: Number of Citizens Impacted by Train Horn Noise.....	12
Figure 6: Four Quadrant Gate System.....	16
Figure 7: Gates with Raised Medians.....	16
Figure 8: One Way Streets With Gates.....	17
Figure 9: Temporary Crossing Closure.....	18
Figure 10: Train Horn vs. Automated Wayside Horn Noise Levels.....	19
Figure 11: Alternative 1 Proposed Mitigations.....	26
Figure 12: Alternative 1 Proposed Mitigations.....	27
Figure 13: Alternative 1 Proposed Mitigations.....	28
Figure 14: Alternative 2 Proposed Mitigations.....	30
Figure 15: Alternative 2 Proposed Mitigations.....	31
Figure 16: Alternative 2 Proposed Mitigations.....	32
Figure 17: Alternative 3 Proposed Mitigations.....	34
Figure 18: Alternative 3 Proposed Mitigations.....	35
Figure 19: Alternative 4 Proposed Mitigations.....	37
Figure 20: Alternative 4 Proposed Mitigations.....	38
Figure 21: Alternative 4 Proposed Mitigations.....	39
Figure 22: Alternative 5 Proposed Mitigations.....	41
Figure 23: Alternative 5 Proposed Mitigations.....	42
Figure 24: Alternative 5 Proposed Mitigations.....	43

## Appendices

Appendix A: Traffic Count Data
Appendix B: FRA Grade Crossing Inventory Data
Appendix C: FRA Grade Crossing Accident Data
Appendix D: Quiet Zone Process
Appendix E: Quiet Zone Calculations
Appendix F: Crossing Photos



# KANSAS CITY SOUTHERN RAILROAD QUIET ZONE STUDY

## Executive Summary

The City of Laredo (City), in order to improve the quality of life for its residents, is interested in establishing railroad Quiet Zones on the Kansas City Southern Railroad (KCSR) line, which passes through a large portion of the city. Quiet Zones are areas where trains are not required to blow their horns at grade crossings unless in an emergency situation. To qualify for a Quiet Zone, specific requirements must be met. These are established by Federal Law and administered by the Federal Railroad Administration (FRA).

Kimley-Horn and Associates, Inc. (Kimley-Horn) has prepared this railroad grade crossing quiet zone study to evaluate and recommend improvements at highway-rail grade crossings located along the KCSR. This project is an update to the Quiet Zone plan prepared in 2006 by Wilbur Smith and Associates.

32 crossings were studied spanning from Zaragoza St, on the west side of Laredo, to Arkansas Ave, on the east side of Laredo. Please note that both Zaragoza St and Washington St / Santa Isabel Ave, are being excluded from the quiet zone alternatives: The crossings don't have the required gates and circuitry to be included and would be costly to construct. The streets are not recommended to be closed because of their importance in traffic circulation in the downtown area.

Five alternatives were developed with input from MPO, City, and FRA staff. In each alternative, the analyzed crossings start at Vidaurri Ave, on the west end, and continues to Arkansas Ave, on the east end.

### Alternative 1

In Alternative 1, no crossings were closed in the downtown vicinity. Three of the intersections need the installation of the required railroad gates and train detection circuitry. This equipment costs a minimum of \$285,000 to install at each of the three intersections. Leaving these crossings open provides the opportunity for better traffic circulation and property access.

In Alternative 1 two crossings were chosen to be closed, east of I-35, to help reduce the cost of this alternative and lower the overall Quiet Zone Risk Index.

Alternative 1 recommends the installation of traffic channelization medians at seven locations. Four of the seven locations would not be considered as a Supplemental Safety Measure (SSM) because of the proximity to intersections and commercial drives. An application to the FRA must be made to have this considered as an Alternative Safety Measure (ASM) with a proven effectiveness. To calculate the Alternative's Quiet Zone Risk Index it was assumed all ASM's had an effectiveness of 50%.

Alternative 1 has a Quiet Zone Risk Index of **13,447**, which is beneath the National Safety Risk Threshold of 14,347. The estimated cost of all improvements, reported from the FRA's published Quiet Zone Calculator, is **\$956,000**. **Table 1** shows the proposed safety measures for Alternative 1.



**Table 1: Alternative 1 Proposed Safety Measures**

Alternative 1 - Proposed Safety Measures		
Location	Mitigation	Cost
VIDAURRI AVENUE	Install Gates	\$ 285,000
SANTA RITA AVE	Install Gates	\$ 285,000
JUAREZ AVENUE	Install Gates	\$ 285,000
CONVENT AVENUE	Install Median	\$ 13,000
SAN FRANCISCO AVE	Install Median*	\$ 13,000
CORPUS CHRISTI ST	Install Median*	\$ 13,000
MARCELLA AVE	Close Crossing	\$ 5,000
MARKET STREET	Install Median*	\$ 13,000
LOGAN AVENUE	Close Crossing	\$ 5,000
SEYMOUR AVE	Install Median	\$ 13,000
MARKET STE	Install Median	\$ 13,000
ARKANSAS AVE	Install Median*	\$ 13,000
Total Cost		\$ 956,000
QZRI		13,446.74

\* ASM - Requires written FRA approval of effectiveness.

## Alternative 2

Alternative 2 focuses on cost reduction which equated to more closed crossings. In this scenario, all crossings that did not currently have railroad gates or train detection circuitry were elected to be permanently closed. The result is that five crossings would need to be closed.

Alternative 2 recommends the same installation of traffic channelization devices at seven locations.

Alternative 2 has a Quiet Zone Risk Index of **12,987**, which is beneath the National Safety Risk Threshold of 14,347. The estimated cost of all improvements, reported from the FRA's published Quiet Zone Calculator, is **\$116,000**. **Table 2** shows the proposed safety measures for Alternative 2.

**Table 2: Alternative 2 Proposed Safety Measures**

Alternative 2 - Proposed Safety Measures		
Location	Mitigation	Cost
VIDAURRI AVENUE	Close Crossing	\$ 5,000
SANTA RITA AVE	Close Crossing	\$ 5,000
JUAREZ AVENUE	Close Crossing	\$ 5,000
CONVENT AVENUE	Install Median	\$ 13,000
SAN FRANCISCO AVE	Install Median*	\$ 13,000
CORPUS CHRISTI ST	Install Median*	\$ 13,000
MARCELLA AVE	Close Crossing	\$ 5,000
MARKET STREET	Install Median*	\$ 13,000
LOGAN AVENUE	Close Crossing	\$ 5,000
SEYMOUR AVE	Install Median	\$ 13,000
MARKET STE	Install Median	\$ 13,000
ARKANSAS AVE	Install Median*	\$ 13,000
Total Cost		\$ 116,000
QZRI		12,986.57

\* ASM - Requires written FRA approval of effectiveness.



### Alternative 3

Alternative 3 evaluated establishing a smaller quiet zone on the east side of Laredo. The study area included all crossings between Monterrey Ave and Arkansas Ave. The recommendations for this area are the same that were proposed in Alternatives 1 and 2.

Alternative 3 has a Quiet Zone Risk Index of **13,009**, which is beneath the National Safety Risk Threshold of 14,347. The estimated cost of all improvements, reported from the FRA's published Quiet Zone Calculator, is **\$75,000**. **Table 3** shows the proposed safety measures for Alternative 3.

**Table 3: Alternative 3 Proposed Safety Measures**

Alternative 3 - Proposed Safety Measures		
Location	Mitigation	Cost
CORPUS CHRISTI ST	Install Median*	\$ 13,000
MARCELLA AVE	Close Crossing	\$ 5,000
MARKET STREET	Install Median*	\$ 13,000
LOGAN AVENUE	Close Crossing	\$ 5,000
SEYMOUR AVE	Install Median	\$ 13,000
MARKET STE	Install Median	\$ 13,000
ARKANSAS AVE	Install Median*	\$ 13,000
Total Cost		\$ 75,000
		QZRI 13,008.61

\* ASM - Requires written FRA approval of effectiveness.

### Alternative 4

In Alternative 4, no crossings were closed in the downtown vicinity. Additionally, no alternative safety measures were used, Alternative 4 focused on implementing only Supplementary Safety Measures. This eliminates the additional approval needed from the FRA associated with proving the effectiveness of Alternative Safety Measures.

Alternative 4 has a Quiet Zone Risk Index of **13,490**, which is beneath the National Safety Risk Threshold of 14,347. The estimated cost of all improvements, reported from the FRA's published Quiet Zone Calculator, is **\$1,004,000**. **Table 4** shows the proposed safety measures for Alternative 4.

**Table 4: Alternative 4 Proposed Safety Measures**

Alternative 4 - Proposed Safety Measures		
Location	Mitigation	Cost
VIDAURRI AVENUE	Install Gates	\$ 285,000
SANTA RITA AVE	Install Gates	\$ 285,000
JUAREZ AVENUE	Install Gates	\$ 285,000
CONVENT AVENUE	Install Median	\$ 13,000
MARCELLA AVE	Close Crossing	\$ 5,000
MARKET STREET	Upgrd 2Q to 4Q	\$ 100,000
LOGAN AVENUE	Close Crossing	\$ 5,000
SEYMOUR AVE	Install Median	\$ 13,000
MARKET STE	Install Median	\$ 13,000
Total Cost		\$ 1,004,000
		QZRI 13,489.53



### Alternative 5

Alternative 5 also focuses on implementing only Supplementary Safety Measures. However, in this scenario, all crossings that did not currently have railroad gates or train detection circuitry were elected to be permanently closed. The result is that five crossings would need to be closed.

Alternative 5 has a Quiet Zone Risk Index of **12,980**, beneath the National Safety Risk Threshold of 14,347. The estimated cost of all improvements, reported from the FRA's published Quiet Zone Calculator, is **\$164,000**. **Table 5** shows the proposed safety measures for Alternative 5.

**Table 5: Alternative 5 Proposed Safety Measures**

Alternative 5 - Proposed Safety Measures		
Location	Mitigation	Cost
VIDAURRI AVENUE	Close Crossing	\$ 5,000
SANTA RITA AVE	Close Crossing	\$ 5,000
JUAREZ AVENUE	Close Crossing	\$ 5,000
CONVENT AVENUE	Install Median	\$ 13,000
MARCELLA AVE	Close Crossing	\$ 5,000
MARKET STREET	Upgrd 2Q to 4Q	\$ 100,000
LOGAN AVENUE	Close Crossing	\$ 5,000
SEYMOUR AVE	Install Median	\$ 13,000
MARKET STE	Install Median	\$ 13,000
Total Cost		\$ 164,000
QZRI		12,979.29

### Next Steps

The entire quiet zone process is shown in the flowchart found in Appendix D. This report accomplishes the preliminary analysis and field review. Next steps include the following:

- Present to the LUTS Policy Committee and Laredo City Council.
- Hold a staff and public meeting to receive stakeholder input.
- Produce a Final Report upon the MPO's and City's recommendations.
- Prepare the official quiet zone application packet, using information from the FRA calculator.
- Prepare design plans for crossing closures and safety improvements at crossings
- Issue the following to the FRA and KCSR
  - the Notice of Intent (NOI) to establish a quiet zone
  - plans showing safety improvements
- Address any NOI review comments received
- Install safety improvements and No Train Horn signs, covering the signs with bags
- Request inspection of improvements from KCSR
- Issue the Notice of Establishment (NOE) for the quiet zone, stating the date that horns are to go silent.



# KANSAS CITY SOUTHERN RAILROAD QUIET ZONE STUDY

July 20, 2018

## Introduction

### Study Background and Purpose

The City of Laredo is the only U.S. / Mexico border city strategically positioned at the junction of all land transportation modes. Mexico's principal highway and railroad meet two major U.S. rail lines, Interstate 35 and other routes in Laredo which then connect the urban centers and seaports of Texas and the rest of the nation.

The railroad network in Laredo is part of an international system. It serves both the U.S. and Mexico. Rail cargo service is provided by the Union Pacific Railroad (UPRR) and the Kansas City Southern Railway (KCSR). The Texas Mexican Railway (TM) was sold to KCSR in 2005. Both companies are privately owned U.S. carriers. All rail traffic crosses via the international rail bridge between Laredo and Nuevo Laredo, which is owned by KCSR and located in the heart of Laredo's downtown area. After crossing the Rio Grande River, the KCSR line turns and travels east-west, roughly parallel to SH 359.

The City of Laredo, in order to improve the quality of life for its residents, is interested in establishing railroad Quiet Zones on the KCSR line, which passes through a large portion of the city. Quiet Zones are areas where trains are not required to blow their horns at grade crossings unless in an emergency situation. To qualify for a Quiet Zone, specific requirements must be met. These are established by Federal Law and administered by the Federal Railroad Administration (FRA).

Kimley-Horn and Associates (KHA) has prepared this railroad grade crossing Quiet Zone study to evaluate and recommend improvements at highway-rail grade crossings located along the KCSR. This project is an update to the Quiet Zone plan prepared in 2015 by study also provided by Kimley-Horn.

### Organizations Involved

The study team worked with representatives of the MPO, KCSR, LUTS Technical Committee, and the City of Laredo to determine potential safety improvements at each crossing location and the effectiveness of various alternatives in establishing Quiet Zones.



## Study Context

The initial step in the study process is to determine the scope of rail operations on the KCSR line within the City Limits. The number of trains, train speeds, number of grade crossings, existing safety equipment at each crossing, number of cars using each crossing, and the frequency of train horn use were all gathered prior to the quiet zone analysis. During the data collection phase of this project, updated vehicular counts were obtained for each crossing. This data is provided in **Appendix A**.

After railroad and traffic data was obtained, the federal rules applicable to the Quiet Zone process were reviewed to determine if it is appropriate to segment the KCSR line into multiple quiet zones or treat it as a single quiet zone.

Multiple scenarios were developed that provide different options and will be presented to all stakeholders; ultimately the client will determine the preferred alternative.

32 crossings were studied spanning from Zaragoza St, on the west side of Laredo, to Arkansas Ave, on the east side of Laredo. Please note that both Zaragoza St and Washington St / Santa Isabel Ave, are being excluded from the quiet zone alternatives. The crossings don't have the required gates and circuitry to be included and would be costly to construct. The streets are not recommended to be closed because of their importance in traffic circulation in the downtown area. Furthermore, the close proximity to the trainyard reduces the effectiveness of a quiet zone because train horns will be sounded in the area regardless. The alternative crossings start at Vidaurri Ave, on the west end, and continues to Arkansas Ave, on the east end.

## KCSR Rail Operations in Laredo

KCSR typically runs 16 trains per day (eight daytime and eight nighttime) through the City of Laredo. Train speeds range from 5 to 20 mph, most commonly 20 MPH at each crossing. Property along the rail corridor includes residential, industrial, commercial, and government land uses. This study examines the entire length of the KCSR line within the Laredo City Limits

## KCSR Grade Crossings in Laredo

There are 34 public at-grade crossings on the KCSR line. These are shown in **Figures 1 through 2** and summarized in **Table 6**. In each of the figures, crossings without the prerequisite gates, railroad cabinet, and train detection circuitry are shown in red. **Figure 3** shows the location of the crossings studied and the existing railroad equipment at each.

32 crossings were studied spanning from Zaragoza St, on the west side of Laredo, to Arkansas Ave, on the east side of Laredo. Please note that both Zaragoza St and Washington St / Santa Isabel Ave, are being excluded from the quiet zone alternatives. The crossings don't have the required gates and circuitry to be included and would be costly to construct. The streets are not recommended to be closed because of their importance in traffic circulation in the downtown area. Due to the exclusion of Zaragoza St. and Washington St / Santa Isabel Ave, only 30 crossings were analyzed in this study.



Figure 1: Existing KCSR At-Grade Crossings (Zaragoza to Market)

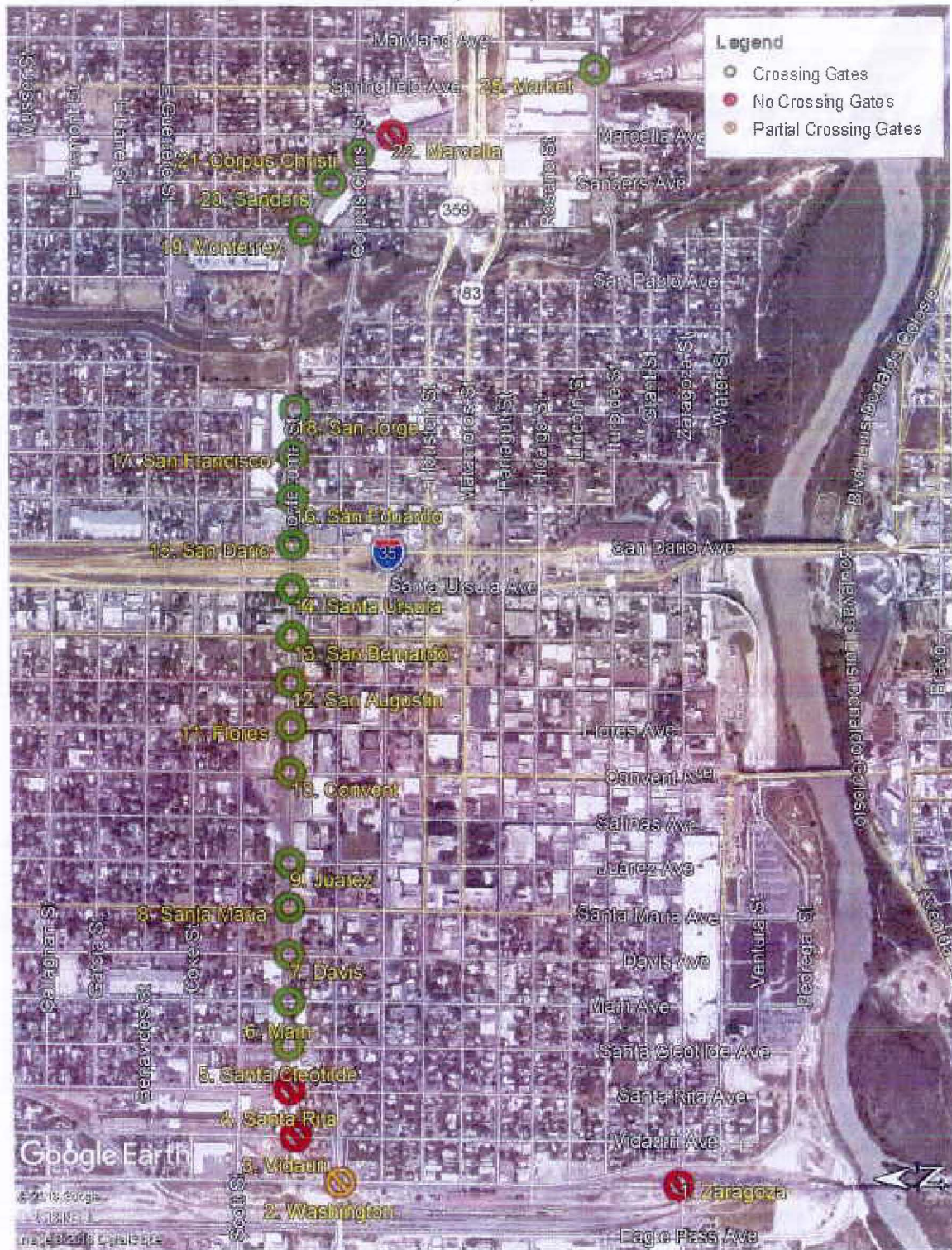




Figure 2: Existing KCSR At-Grade Crossings (Logan to Arkansas)

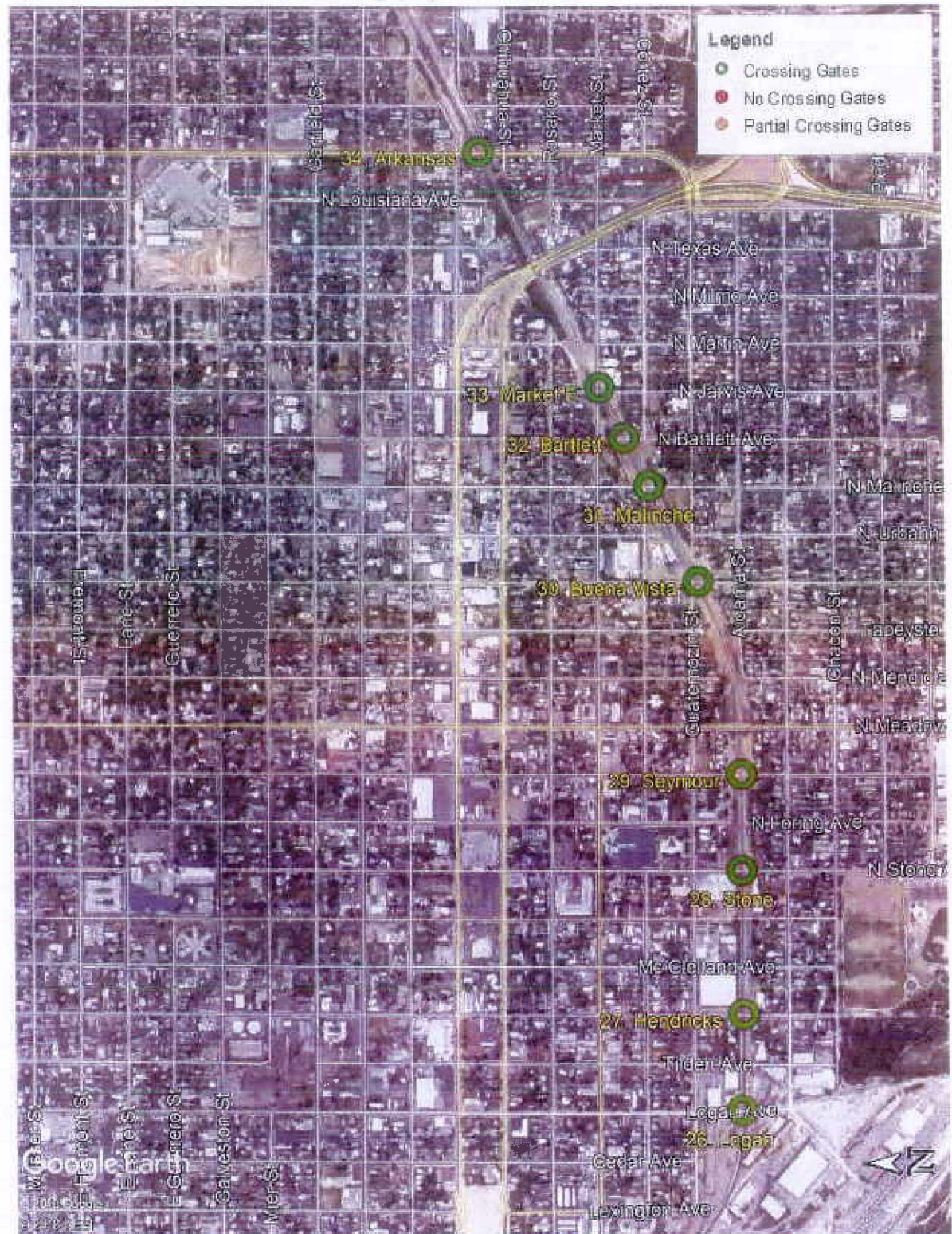




Table 6: Existing KCSR At-Grade Railroad Crossings

Map No	FRA Crossing No.	Street	Existing Gates
1	793589T	ZARAGOSA STREET	No
2	793547G	WASHINGTON STREET	Partial
3	793548N	VIDAURI AVENUE	No
4	793549V	SANTA RITA AVE	No
5	793550P	SANTA CLEOTILDE	Yes
6	793551W	MAIN AVENUE	Yes
7	793552D	DAVIS AVENUE	Yes
8	793553K	SANTA MARIA AVE	Yes
9	793554S	JUAREZ AVENUE	Yes
10	793556F	CONVENT AVENUE	Yes
11	793557M	FLORES AVE	Yes
12	793558U	SAN AGUSTIN AVE	Yes
13	793559B	SAN BERNARDO AVE	Yes
14	793560V	I 35 SB FRONT RD	Yes
15	793561C	I 35 NB FRONT RD	Yes
16	793562J	SAN EDUARDO AVE	Yes
17	793563R	SAN FRANCISCO AVE	Yes
18	793564X	SAN JORGE AVE	Yes
19	793565E	MONTERREY AVE	Yes
20	793566L	SANDERS AVE	Yes
21	793567T	CORPUS CHRISTI ST	Yes
22	793568A	MARCELLA AVE	No
25	793582V	MARKET STREET	Yes
26	793586X	LOGAN AVENUE	Yes
27	793588L	HENDRICKS AVENUE	Yes
28	793612K	STONE AVE	Yes
29	793593H	SEYMOUR AVE	Yes
30	793594P	BUENA VISTA AVE	Yes
31	793595W	MALINCHE AVE	Yes
32	917530B	BARTLETT AVE	Yes
33	793596D	MARKET ST E	Yes
34	793598S	ARKANSAS AVE	Yes



The inventory provides a large amount of information at each crossing, including the types of railroad controls, crossing roadway type, daily vehicle counts, daily train counts, and train speeds. Of the 30 crossings, five do not have crossing gates. A copy of the inventory and accident database results are provided in **Appendices B and C**.

**Legend**

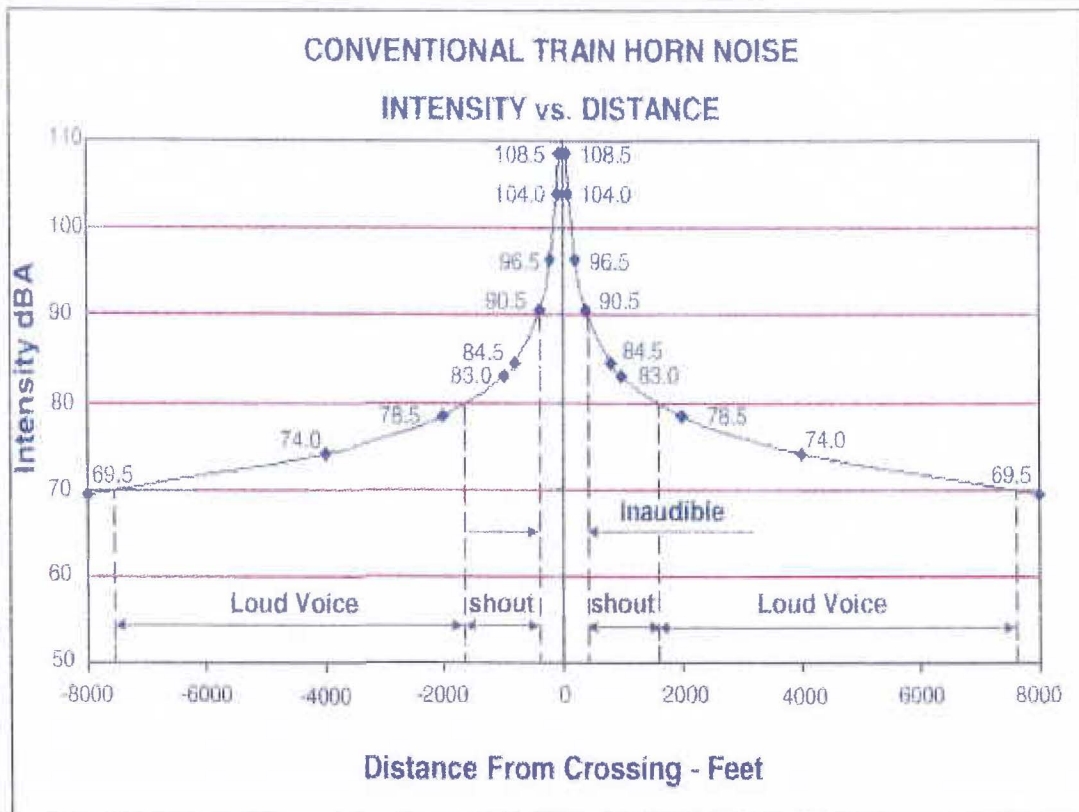
- Gates and Flashers
- Flashers Only
- Crossbucks Only
- 1-Way with Gates



## Train Horns on The KCSR Rail Corridor

Trains are required to sound their horns a minimum of four times at each public at-grade rail-highway crossing. These horns can be heard up to a half mile away and uncomfortable up to a quarter mile away. A measure of train horn noise impacts to Laredo residents is provided in **Figures 4 and 5**.

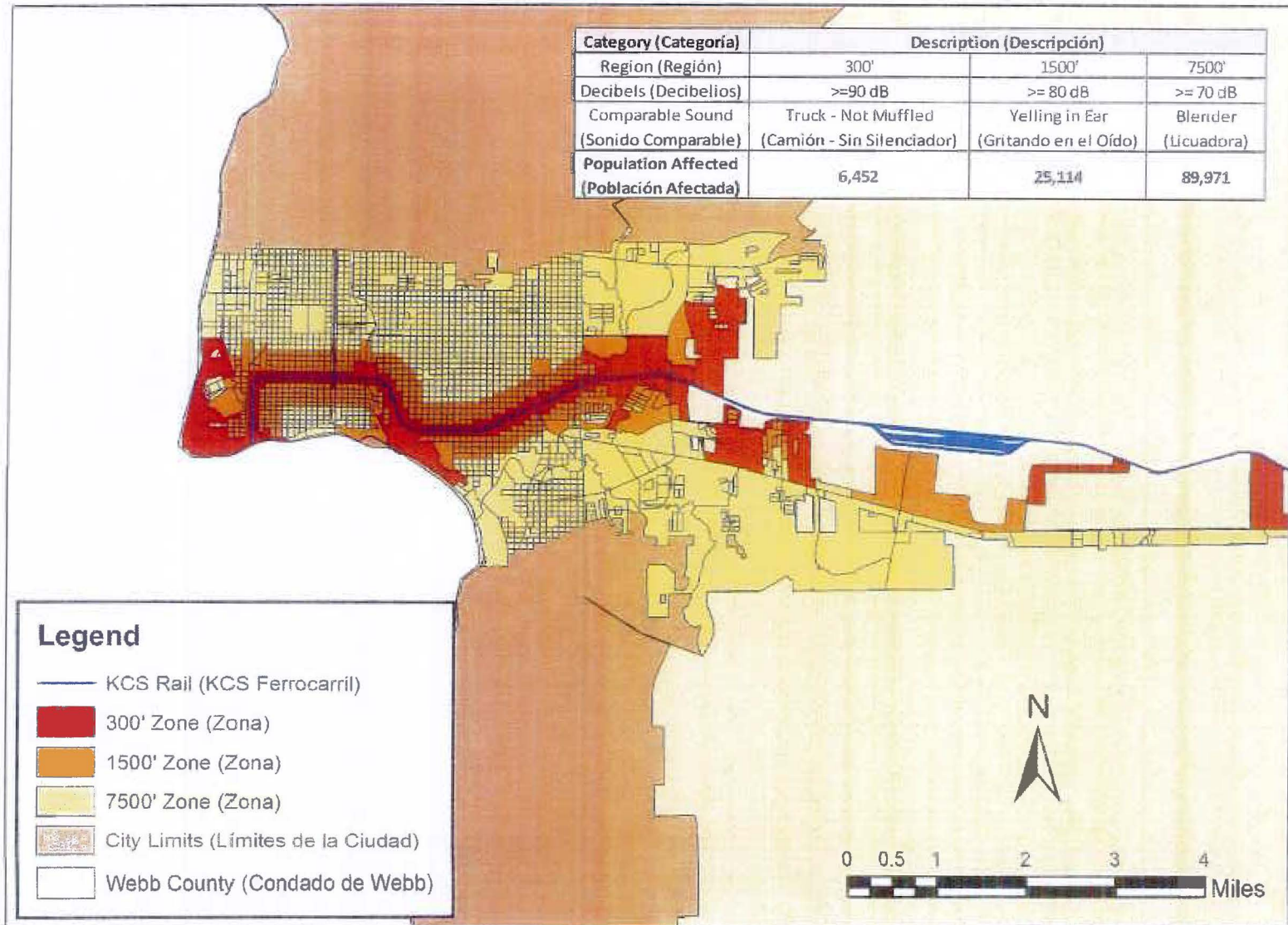
Figure 4: Railroad Horn Intensity



\*Source – Federal Railroad Administration



Figure 5: Number of Citizens Impacted by Train Horn Noise





The cumulative impact of the KCSR horns in Laredo is summarized by the calculations below:

- 32 At Grade Crossings
- 16 Trains Per Day
  - 8 Day Trains (6AM – 6PM)
  - 8 Night Trains (6PM – 6AM)
- Crossing Horns – 2 Long, 1 Short, 1 Long
- $32 \times 16 \times 4 = \mathbf{2,048}$  Horn Blasts Every Day
- **(1,024** Horn Blasts every night)

Note that these calculations are a minimum value. If the train reaches the crossing before completing the sequence, it must be repeated.

### Quiet Zone Process

The Swift Rail Development Act, Public Law 103-440, enacted by Congress and signed by President Clinton in 1994, requires use of locomotive horns at public grade crossings, but gives the Federal Rail Administration (FRA) authority to make reasonable exceptions. Implementation of this law is embodied in Title 49 Code of Federal Regulations Parts 222 and 229. The Final Rule on Use of Locomotive Horns at Highway-Rail Grade Crossings (“the Final Rule”) was made effective on June 24, 2005 and last amended on August 17, 2006. Under the Final Rule, local communities could improve quality of life by creating “quiet zones” where the locomotive horn would not need to be routinely sounded if certain conditions were met. Each of these quiet zones may consist of one or more consecutive public crossings with supplemental safety measures (SSMs) or Alternative Safety Measures (ASMs). Under the Final Rule, minimum requirements and guidelines for the establishment of a quiet zone are listed, as follows:

1. A new Quiet Zone must have a minimum length of  $\frac{1}{2}$  mile along the railroad right-of-way.
2. Each public highway-rail grade crossing must have active grade crossing warning devices, including flashing lights, gates, constant warning time circuitry, and power-out indicators.
3. Each highway approach to grade crossings within the quiet zone must have an advance warning sign that advises motorists that train horns are not sounding at the crossing and is compliant with the 2011 Manual on Uniform Traffic Control Devices (MUTCD).
4. Each public highway-rail grade crossing that has pedestrian traffic and is equipped with automatic bells must retain those bells in working condition.
5. Each pedestrian-grade crossing within the quiet zone must have a MUTCD compliant warning sign that advises pedestrians that train horns are not sounded at the crossing.



One item to note is that, once a zone is established, crossings cannot be added or removed from that zone. ***Instead of extending existing zones in the future, new quiet zones would need to be established as the area along the railroad tracks develops. Any revisions to established Quiet Zones must go through the FRA process for approval.***

## **Quiet Zone Analysis**

There are two different methods for establishing quiet zones; public authority designation and FRA approval. Using public authority designation, a Supplemental Safety Measure (SSM) must be applied at every public grade crossing within the proposed quiet zone. The city would be required to designate the perimeters of the zone, install the SSMs, and comply with the notice requirements in the Final Rule. Because it requires an SSM at every crossing, this method is typically the most expensive.

For the City of Laredo, the FRA approval method is recommended. Under this method, the city can use a combination of SSMs and Alternative Safety Measures (ASMs) within the zone. If the risk reduction is high enough at one or more crossings, it is possible to do nothing at another location and still include it within the quiet zone. The bottom line is that the SSMs and ASMs in the quiet zone as a whole must cause a reduction in risk that is large enough to compensate for the absence of the locomotive horn.

## **Methodology**

The public authority that is responsible for the safety and maintenance of the roadway that crosses the rail corridor is the only entity that can apply for the establishment of a quiet zone. If more than one entity controls the roadways within the zone (i.e. city, county, and state), a joint quiet zone application must be prepared. Private companies, citizens, or neighborhood associations cannot create or apply for the establishment of a quiet zone. TxDOT previously has indicated that they do not get involved in the Quiet Zone process, but request that the city coordinate with them regarding any supplemental devices that are installed. A diagram of the Quiet Zone process is included in **Appendix D**.

The FRA uses an "assessment of risk" to determine if the grade crossing safety devices used at a crossing are sufficient to meet minimum FRA risk standards. The measurements of risk are based upon the highway and railroad conditions at the crossing and are calculated with the FRA Quiet Zone Calculator. There are three measurements of risk considered in establishing a quiet zone. They are:

- The Nationwide Significant Risk Threshold (NSRT), which is calculated from collision data on a nationwide basis. The NSRT reflects the average level of risk at public highway-rail grade crossings equipped with flashing lights and gates and at which locomotive horns are sounded. The NSRT is routinely recalculated, with the most recent update going into effect on November 26, 2013 when the NSRT was increased from 13,722 to 14,347.
- The Risk Index With Horns (RIWH), which is a measure of risk to the motoring public when locomotive horns are routinely sounded at every public highway-rail grade crossing within a Quiet Zone.



- The Quiet Zone Risk Index (QZRI), a measure of risk to the motoring public which reflects the Crossing Corridor Risk Index for a quiet zone, after adjustment to account for increased risk due to lack of locomotive horn use at the crossings within the quiet zone. Any decrease in risk that can be attributed to the use of SSMs or ASMs is included in the QZRI. The QZRI is then used to determine if a Quiet Zone can be established and which, if any, improvements are necessary.

The quiet zone can be established under one of the two FRA approval methodologies.

- The Quiet Zone Risk Index (QZRI) is less than or equal to the Nationwide Significant Risk Threshold (NSRT) with or without additional safety measures such as Supplementary Safety Measures (SSMs) or Alternative Safety Measures (ASMs) described below.
- The Quiet Zone Risk Index (QZRI) is less than or equal to the Risk Index With Horns (RIWH) with additional safety measures such as SSMs or ASMs.

### Supplemental Safety Measures (SSMs)

The focus of this study is to determine if Supplemental Safety Measures (SSMs) or Alternative Safety Measures (ASMs) could be used to fully compensate for the absence of the train horn. These measures may be used to reduce the quiet zone's risk below the National Significant Risk Threshold (NSRT) and / or the Risk Index With Horns (RIWH) as defined in the Final Rule. The SSMs considered for this project include the following:

- Four-Quadrant Gate System
- Gates with Raised Medians or Channelization Devices
- One Way Streets with Gates across the Roadway
- Permanent Closure of the Crossing; and
- Wayside Horns

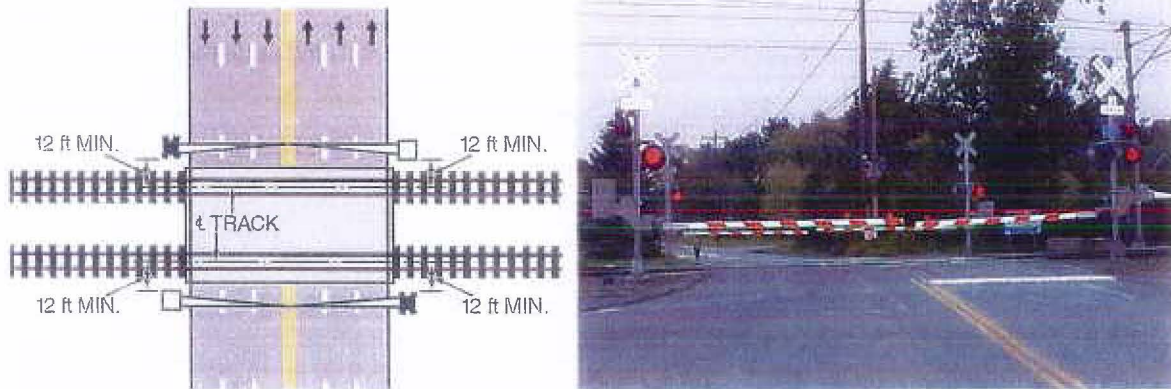
SSMs are recognized safety treatments that do not require further FRA review or approval for use in a quiet zone. Alternative Safety Measures (ASMs) use improvements that fall outside the scope of a standard SSM and may be proposed to the FRA for consideration and approval. ASMs include Modified SSMs, Non-engineering ASMs, and Engineered ASMs, which are discussed later in the report. The effectiveness rate of ASMs must be determined prior to FRA approval.

#### Four Quadrant Gate System

Gates are placed on both sides of the tracks to prevent vehicles from entering the track area while a train is approaching. Because of the order in which gates must descend, additional control equipment must usually be added to the railroad cabinet. This option can be very expensive (up to \$500,000 per crossing). An example of a four-quadrant gate system is shown in **Figure 6**.



**Figure 6: Four Quadrant Gate System**



#### **Gates with Raised Medians or Channelizing Devices**

The installation of medians and gates as an SSM needs to meet several criteria. The median must extend 100' from the nearest gate arm unless there is a driveway or intersection, in which case the median must extend at least 60' from the gate arm. To qualify as an SSM, there cannot be any commercial driveways within 60' of the gate.

Channelization devices are typically the lowest cost measure for preventing drivers going around the gate arms, however require more maintenance. The raised median is a more expensive and marginally more effective option. Raised medians must be at least 3' wide (4' is desirable), with a 6" barrier curb (non-mountable). An example of gates with raised medians is shown in **Figure 7**.

**Figure 7: Gates with Raised Medians**





### One Way Streets With Gates

One way streets that have gates all the way across the road. If the roadways are narrow enough, a single gate may be adequate. Typically there are gates installed on either side of the road with arms that extend to within 6" of each other in the middle of the roadway. An example of one-way street with gates is shown in **Figure 8**.

**Figure 8: One Way Streets With Gates**





### Permanent / Temporary Crossing Closures

The safest and least costly treatment is to physically close a crossing and force drivers to find alternate routes. These are generally proposed on cross streets having very low traffic counts and where there is a good parallel route for circulation. As an alternative, temporary closures can be used at night and require the city to set up signs and barricades every evening. If night closures are used along a quiet zone, trains will continue to sound their horns during the day. An example of temporary crossing closure is shown in *Figure 9*.

**Figure 9: Temporary Crossing Closure**

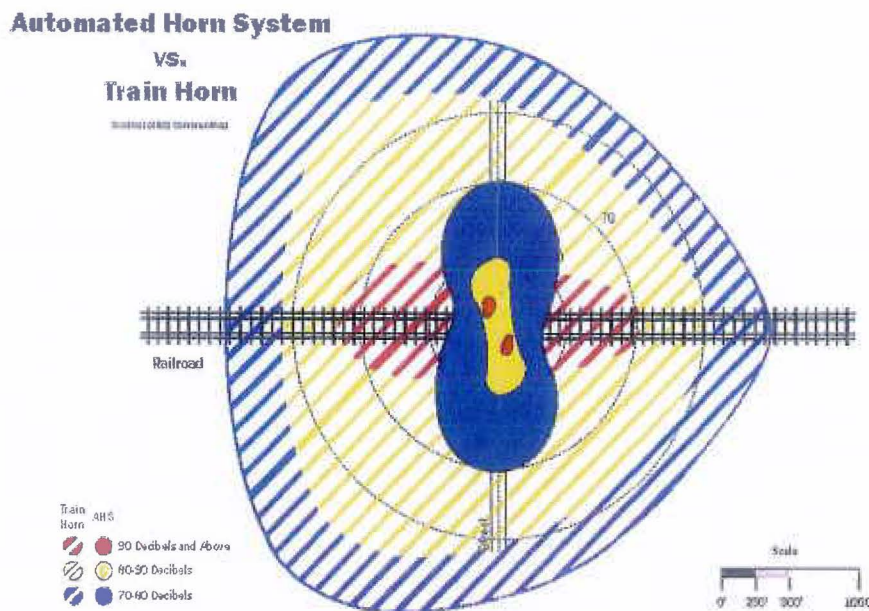




### Wayside Horns

This SSM consists of a stationary horn system at the crossing that is activated by the rail crossing warning system. Horns are sounded that are mounted at the crossing, rather than on the locomotive. It is not considered to be a one-for-one replacement of the train horn by the FRA.

Figure 10: Train Horn vs. Automated Wayside Horn Noise Levels



### Alternative Safety Measures (ASMs)

An ASM is a safety system or procedure that has been determined by the FRA to be an effective substitute for the locomotive horn at specific crossings. To get FRA approval to use ASMs, the City of Laredo will have to submit estimates of effectiveness which may be based on adjustments from the effectiveness levels for SSMs or from actual field data derived from the crossing sites. ASMs include:

- Modified SSMs – An SSM that has in some way been adjusted to accommodate unique circumstances at a specific crossing so that it no longer is a true SSM.
- Engineered Alternative Safety Measures (ASMs) – Engineering improvements other than modified SSMs that improve safety at a crossing. Some examples might include improvements to sight distance, signs & markings, etc.
- Non-engineering Alternative Safety Measures (ASMs) – Photo enforcement, a consistent and systematic program of traffic enforcement, public education programs, or a combination thereof that produces a measurable reduction in risk at a crossing.



If ASMs are used to establish a Quiet Zone, periodic updates to the FRA are required every 2 ½ to 3 years. These updates will vary with the type of safety measure used. They include:

1. Affirmation that the Quiet Zone continues to conform, and
2. Up to date and accurate Grade Crossing Inventory Forms for each crossing within the Quiet Zone.

Primarily, these updates involve collecting new traffic count data for each crossing and comparing the latest train table data from KCSR to that shown on the inventory forms. A windshield survey of all grade crossings is performed to confirm that the railroad equipment is still in place and operating. This information is sent to FRA with a transmittal letter confirming that the quiet zone is still in conformance.

### **FRA Quiet Zone Calculations**

The FRA Quiet Zone Calculator is an online tool that references the existing crossing inventory database and accident histories. The calculator develops the QZRI by 1) assessing the risk at each individual crossing, and 2) by averaging the cumulative risk over the number of crossings in a Quiet Zone. The calculator determines the risk at each crossing using 14 variables:

1. Type of warning device
2. Number of highway vehicles per day
3. Total trains per day
4. Number of through trains per daylight hours
5. Total number of switching trains
6. Number of main/other tracks
7. Classification of the roadway (urban or rural; arterial, collector, or local)
8. Whether the roadway is paved
9. Maximum train timetable speed
10. Number of highway lanes
11. Existence of wayside horns
12. Existence of pre-existing SSMs
13. Number of years for accident data (5 years)
14. Number of accidents during accident data years.



## Requirements to Establish The Quiet Zone

Once a final set of recommendations at each crossing has been developed and agreed upon, a Notice of Intent is sent to the Federal Railroad Administration (FRA), the railroad, TxDOT, and other agencies having jurisdiction. If an alternative which includes ASMs is chosen, a report documenting the improvements and risk reductions is also forwarded to the FRA. Approval of these reductions is required prior to implementing the Quiet Zone. Once all improvements are installed, a Notice of Establishment is sent to the FRA and the railroad. Barring potentially dangerous conditions, train conductors should not blow the horn once the zone has been established.

## Diagnostic Team

The diagnostic review team (DRT) met twice in 2015 to review the public highway-rail grade crossings of the KCSR line in Laredo, Texas. Representatives from the MPO, Kansas City Southern Railroad, Federal Railroad Administration (FRA), City of Laredo, and Kimley-Horn comprise the DRT. Kimley-Horn performed an updated diagnostic review on May 30, 2017 to accumulate the Some general issues that were discussed during the meeting include:

1. Many of the crossings lack the basic equipment needed for a quiet zone. Active grade crossing warning devices, including flashing lights, gates, constant warning time circuitry, and power-out indicators would need to be added to the following crossings if they are left open.
  - Vidaurri Ave.
  - Santa Rita Ave.
  - Marcella Ave.
2. For ASM treatments, partial credit can be assigned but would have to be defensible since the FRA Washington office has to approve the credits. For example, installing medians on North Arkansas Street - you might assume full credit for the north side (no commercial driveways or streets within 60 feet) and no credit for the south side due to the close intersection with Guadalupe Street.
3. Median noses cannot be any closer than 10 feet from the nearest rail. Existing medians in Laredo meet this requirement.
4. Private crossings and pedestrian crossings still require signs and will be shown with the quiet zone, but will not be included in the FRA Calculator



## Alternatives Analysis

Several alternatives were tested to determine the most cost effective means of establishing a Quiet Zone along the KCSR Line. As noted in the section on "Quiet Zone Analysis Methodology" the goal is to obtain a Quiet Zone Risk Index (QZRI) that is below the Risk Index with Horns (RIWH) and/or the Nationwide Significant Risk Threshold (NSRT). Furthermore, each crossing that did not have existing gates and rail circuitry would have to be upgraded to meet the minimum quiet zone requirements.

Zaragoza St and Washington St / Santa Isabel Ave, are being excluded from the quiet zone alternatives. The crossings don't have the required gates and circuitry to be included and would be costly to construct. The streets are not recommended to be closed because of their importance in traffic circulation in the area. Furthermore, the close proximity to the trainyard reduces the effectiveness of a quiet zone because train horns will be sounded in the area regardless. Therefore, the study area starts at Vidaurri Ave, on the west end, and continues to Arkansas Ave, on the east end.

This study identified five alternatives for implementing a Quiet Zone in Laredo. All alternatives have a Risk Index lower than the National Safety Risk threshold.

1. Full length of Quiet Zone with only two closures at Marcella Ave and Logan Ave, no closures west of I-35. This alternative includes the proposal of ASM's in various crossings.
2. Full length of Quiet Zone with five closures at Vidaurri Ave, Santa Rita Ave, Juarez Ave, Marcella Ave and Logan Ave. This alternative includes the proposal of ASM's in various crossings.
3. Shorter Quiet Zone on east side from Arkansas Ave to Monterrey Ave. This alternative includes the proposal of ASM's in various crossings.
4. Full length with all Supplemental Safety Measures, excluding Alternative Safety Measures. No closures west of I-35.
5. Full length with all Supplemental Safety Measures, excluding Alternative Safety Measures. Five closures at Vidaurri Ave, Santa Rita Ave, Juarez Ave, Marcella Ave and Logan Ave.

All crossings were studied to determine the impacts of closing or adding medians and gates at each crossing on the quiet zone. Given the fact that it costs a minimum of \$285,000 to install railroad gates and circuitry at an uncontrolled crossing, and the fact that these crossings tend to carry low daily traffic volumes, the lowest cost alternatives for the entirety of the study area involved closing existing crossings and adding traffic channelization devices to other crossings. Adding traffic channelization devices at existing gated crossings had a limited impact, due to the fact that most could not accommodate the full 60 foot long median required to the first city street or commercial driveway. Therefore, some crossings would need to be implemented as an Alternative Safety Measure instead of a Supplemental Safety Measure. The Risk Index for each alternative is shown in **Table 7**.



**Table 7: FRA Calculations for Each Scenario**

<b>Quiet Zone Risk Index</b>	Alternative 1	13,446.74
	Alternative 2	12,986.57
	Alternative 3	13,008.61
	Alternative 4	13,489.53
	Alternative 5	12,979.29
<b>National Significant Risk Threshold</b>		<b>14,347.00</b>

In each of the alternatives listed, the Quiet Zone Risk Index is lower than the NSRT. A more detailed description of what mitigation is proposed at each crossing is provided in **Table 8**.



Table 8: Scenario Analysis

No.	Crossing Location	Alternative 1 (No Closures Downtown)			Alternative 2 (Closures Downtown)			Alternative 3 (East Side Quiet Zone)			Alternative 4 (No Closures Downtown and No ASM's)			Alternative 5 (Closures Downtown and No ASM's)		
		Proposed Mitigation	Mitigation Effectiveness <sup>a</sup>	Cost	Proposed Mitigation	Mitigation Effectiveness <sup>a</sup>	Cost	Proposed Mitigation	Mitigation Effectiveness <sup>a</sup>	Cost	Proposed Mitigation	Mitigation Effectiveness <sup>a</sup>	Cost	Proposed Mitigation	Mitigation Effectiveness <sup>a</sup>	Cost
3	VIDAURRI AVENUE	Install Gates	0%	\$285,000	Close Crossing	100%	\$5,000	Location not included	Location not included	Location not included	Install Gates	0%	\$285,000	Close Crossing	100%	\$5,000
4	SANTA RITA AVE	Install Gates	0%	\$285,000	Close Crossing	100%	\$5,000				Install Gates	0%	\$285,000	Close Crossing	100%	\$5,000
5	SANTA CLEOTILDE	None	0%	\$0	None	0%	\$0				None	0%	\$0	None	0%	\$0
6	MAIN AVENUE	None	0%	\$0	None	0%	\$0				None	0%	\$0	None	0%	\$0
7	DAVIS AVENUE	None	0%	\$0	None	0%	\$0				None	0%	\$0	None	0%	\$0
8	SANTA MARIA AVE	None	0%	\$0	None	0%	\$0				None	0%	\$0	None	0%	\$0
9	JUAREZ AVENUE	Install Gates	0%	\$285,000	Close Crossing	100%	\$5,000				Install Gates	0%	\$285,000	Close Crossing	100%	\$5,000
10	CONVENT AVENUE	Install Median	100%	\$13,000	Install Median	100%	\$13,000				Install Median	100%	\$13,000	Install Median	100%	\$13,000
11	FLORES AVE	None	0%	\$0	None	0%	\$0				None	0%	\$0	None	0%	\$0
12	SAN AGUSTIN AVE	None	0%	\$0	None	0%	\$0				None	0%	\$0	None	0%	\$0
13	SAN BERNARDO AVE	None	0%	\$0	None	0%	\$0				None	0%	\$0	None	0%	\$0
14	135 SB FRONT RD	Already SSM	0%	\$0	Already SSM	0%	\$0				Already SSM	0%	\$0	Already SSM	0%	\$0
15	135 NB FRONT RD	Already SSM	0%	\$0	Already SSM	0%	\$0				Already SSM	0%	\$0	Already SSM	0%	\$0
16	SAN EDUARDO AVE	None	0%	\$0	None	0%	\$0				None	0%	\$0	None	0%	\$0
17	SAN FRANCISCO AVE	Install Median*	50%	\$13,000	Install Median*	50%	\$13,000				None	0%	\$0	None	0%	\$0
18	SAN JORGE AVE	Already SSM	0%	\$0	Already SSM	0%	\$0				Already SSM	0%	\$0	Already SSM	0%	\$0
19	MONTERREY AVE	None	0%	\$0	None	0%	\$0	None	0%	\$0	None	0%	\$0	None	0%	\$0
20	SANDERS AVE	None	0%	\$0	None	0%	\$0	None	0%	\$0	None	0%	\$0	None	0%	\$0
21	CORPUS CHRISTI ST	Install Median*	50%	\$13,000	Install Median*	50%	\$13,000	Install Median*	50%	\$13,000	None	0%	\$0	None	0%	\$0
22	MARCELLA AVE	Close Crossing	100%	\$5,000	Close Crossing	100%	\$5,000	Close Crossing	100%	\$5,000	Close Crossing	100%	\$5,000	Close Crossing	100%	\$5,000
25	MARKET STREET	Install Median*	50%	\$13,000	Install Median*	50%	\$13,000	Install Median*	50%	\$13,000	Upgrd 2Q to 4Q	100%	\$100,000	Upgrd 2Q to 4Q	100%	\$100,000
26	LOGAN AVENUE	Close Crossing	100%	\$5,000	Close Crossing	100%	\$5,000	Close Crossing	100%	\$5,000	Close Crossing	100%	\$5,000	Close Crossing	100%	\$5,000
27	HENDRICKS AVENUE	None	0%	\$0	None	0%	\$0	None	0%	\$0	None	0%	\$0	None	0%	\$0
28	STONE STREET	None	0%	\$0	None	0%	\$0	None	0%	\$0	None	0%	\$0	None	0%	\$0
29	SEYMOUR AVE	Install Median	100%	\$13,000	Install Median	100%	\$13,000	Install Median	100%	\$13,000	Install Median	100%	\$13,000	Install Median	100%	\$13,000
30	BUENA VISTA AVE	None	0%	\$0	None	0%	\$0	None	0%	\$0	None	0%	\$0	None	0%	\$0
31	MALINCHE AVE	Already SSM	0%	\$0	Already SSM	0%	\$0	Already SSM	0%	\$0	Already SSM	0%	\$0	Already SSM	0%	\$0
32	BARTLETT ROAD	Already SSM	0%	\$0	Already SSM	0%	\$0	Already SSM	0%	\$0	Already SSM	0%	\$0	Already SSM	0%	\$0
33	MARKET ST E	Install Median	100%	\$13,000	Install Median	100%	\$13,000	Install Median	100%	\$13,000	Install Median	100%	\$13,000	Install Median	100%	\$13,000
34	ARKANSAS AVE	Install Median*	50%	\$13,000	Install Median*	50%	\$13,000	Install Median*	50%	\$13,000	None	0%	\$0	None	0%	\$0
		Total Cost	\$956,000		Total Cost	\$116,000		Total Cost	\$75,000		Total Cost	\$1,004,000		Total Cost	\$164,000	
		QZRI	13,446.74		QZRI	12,986.57		QZRI	13,008.61		QZRI	13,489.53		QZRI	12,979.29	



## Summary

This study proposes five alternatives for establishment of a railroad quiet zone on the KCSR line in Laredo, Texas. All involve the installation of channelization, however, only Alternative 1 require, railroad gates and train detection circuitry.

### Alternative 1

In Alternative 1, no crossings were closed west of I-35. Three of the intersections would then need the installation of the required railroad gates and train detection circuitry.

- Vidaurri Ave
- Santa Rita Ave
- Juarez Ave

Leaving these crossings open provides the opportunity for better traffic circulation and property access. However, this alternative has a high cost because of the need to install railroad gates and train detection circuitry. As noted before, this equipment costs a minimum of \$285,000 to install at a crossing.

Two crossings were chosen to be closed, east of I-35, to help reduce the cost of this alternative and lower the overall Quiet Zone Risk Index.

- Marcella Ave
- Logan Ave

Alternative 1 also recommends the installation of traffic channelization medians at seven locations. Four of the seven locations would not be considered as a Supplemental Safety Measure (SSM) because of the proximity to intersections and commercial drives. An application to the FRA must be made to have this considered as an Alternative Safety Measure (ASM) with a proven effectiveness. To calculate the Alternative's Quiet Zone Risk Index it was assumed all ASM's had an effectiveness of 50%.

- Convent Ave (SSM)
- San Francisco Ave (ASM)
- Corpus Christi Ave (ASM)
- Market St (ASM)
- Seymour Ave (SSM)
- Market St E (SSM)
- Arkansas Ave (ASM)

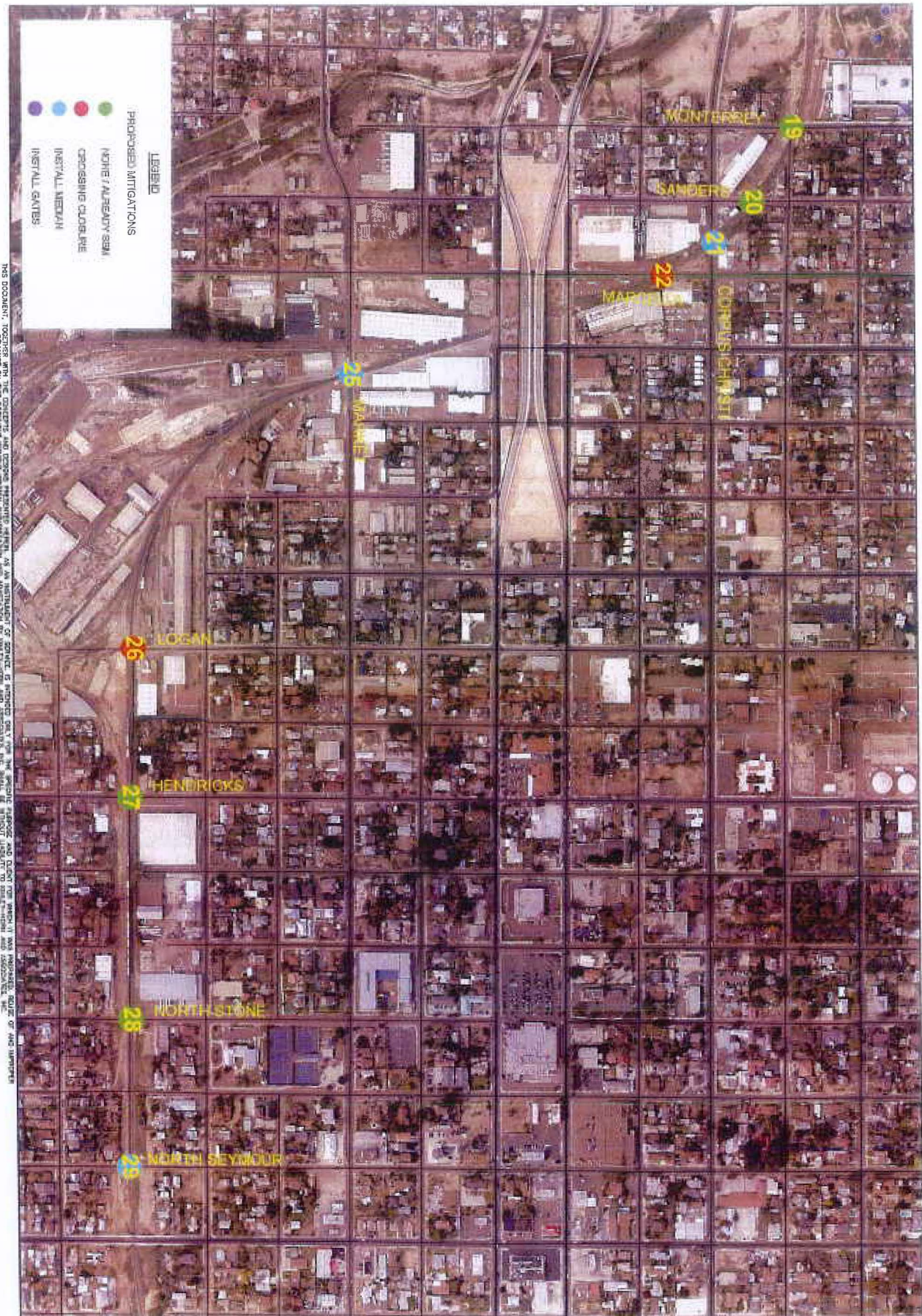
Alternative 1 has a Quiet Zone Risk Index of **13,447**, which is beneath the National Safety Risk Threshold of 14,347. The estimated cost of all improvements, reported from the FRA's published Quiet Zone Calculator, is **\$956,000**. **Figures 11-13** show the proposed Alternative 1 mitigations.





THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGN PRESENTED HEREON, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

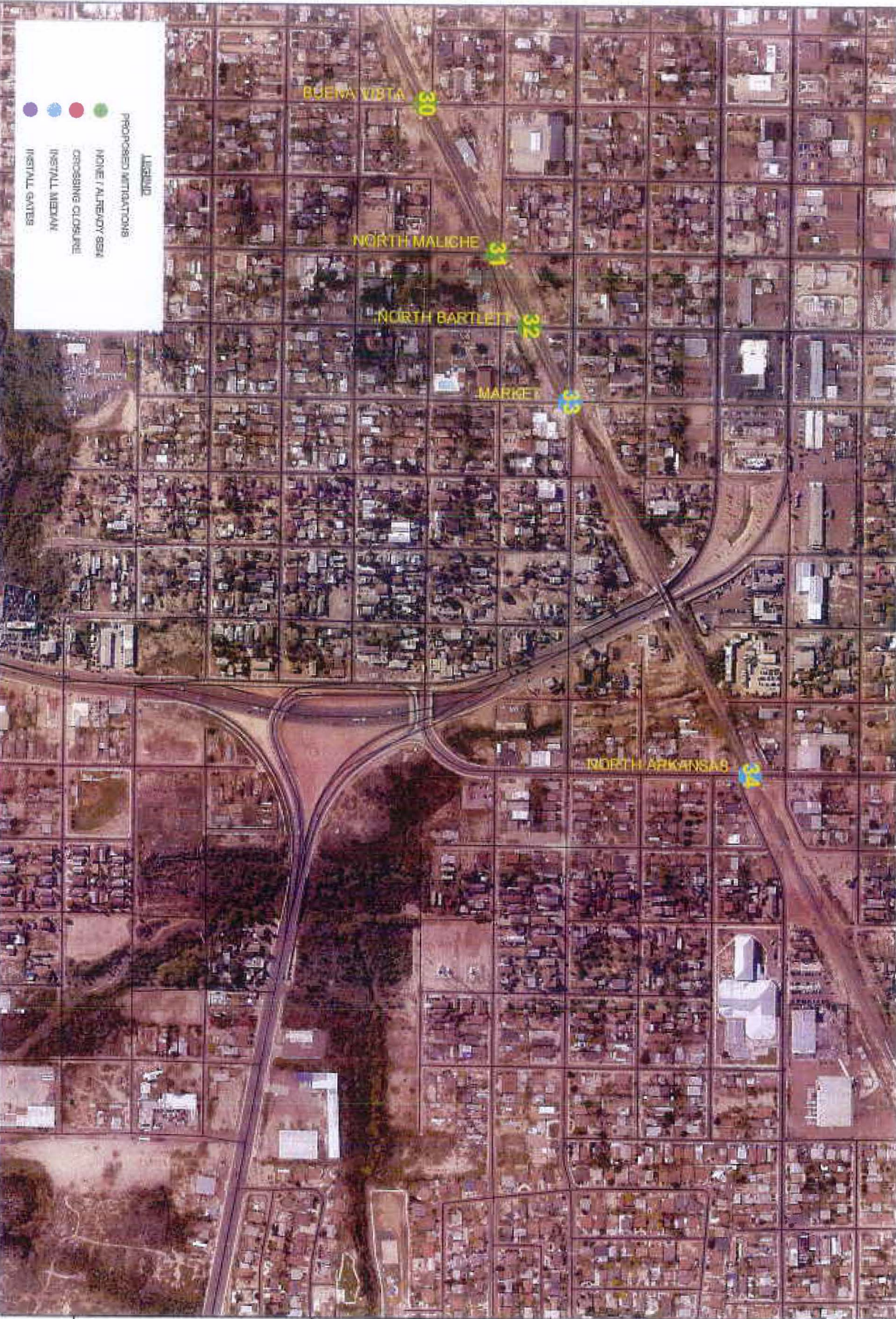




THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGN PRESENTED HEREIN, IS AN INSTRUMENT OF SERVICE OF KIMLEY-HORN, INC. AND ITS ASSOCIATES, INC. (KIMLEY-HORN) FOR THE PROJECT OF LAREDO QUIET ZONE STUDY. KIMLEY-HORN AND ITS ASSOCIATES, INC. SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. KIMLEY-HORN AND ITS ASSOCIATES, INC. SHALL NOT BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT IF THE PROJECT IS NOT COMPLETED BY THE DATE OF THE PROJECT'S COMPLETION. KIMLEY-HORN AND ITS ASSOCIATES, INC. SHALL NOT BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT IF THE PROJECT IS NOT COMPLETED BY THE DATE OF THE PROJECT'S COMPLETION.



THIS DOCUMENT, INCLUDING ANY AND ALL CONTENTS, IS UNCLASSIFIED AND IS BEING RELEASED TO THE PUBLIC. IT IS THE POLICY OF THE U.S. DEPARTMENT OF TRANSPORTATION TO MAKE ITS INFORMATION AVAILABLE TO THE PUBLIC. NO PART OF THIS DOCUMENT SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT PERMISSION IN WRITING FROM THE U.S. DEPARTMENT OF TRANSPORTATION.





## Alternative 2

Alternative 2 focuses on cost reduction which equated to more closed crossings than in the first alternative. In this scenario, all crossings that did not currently have railroad gates or train detection circuitry were elected to be permanently closed. Additionally, crossings with low daily traffic were also evaluated to be closed to reduce the overall Quiet Zone Risk Index. The result is that five crossings would need to be closed; these crossings are shown below with their respective average daily traffic (ADT).

- Vidaurri Ave (75 vpd)
- Santa Rita Ave (240 vpd)
- Juarez Ave (572 vpd)
- Marcella Ave (2318 vpd)
- Logan Ave (476 vpd)

Alternative 2 recommends the same installation of traffic channelization devices at the above mentioned crossings as in Alternative 1.

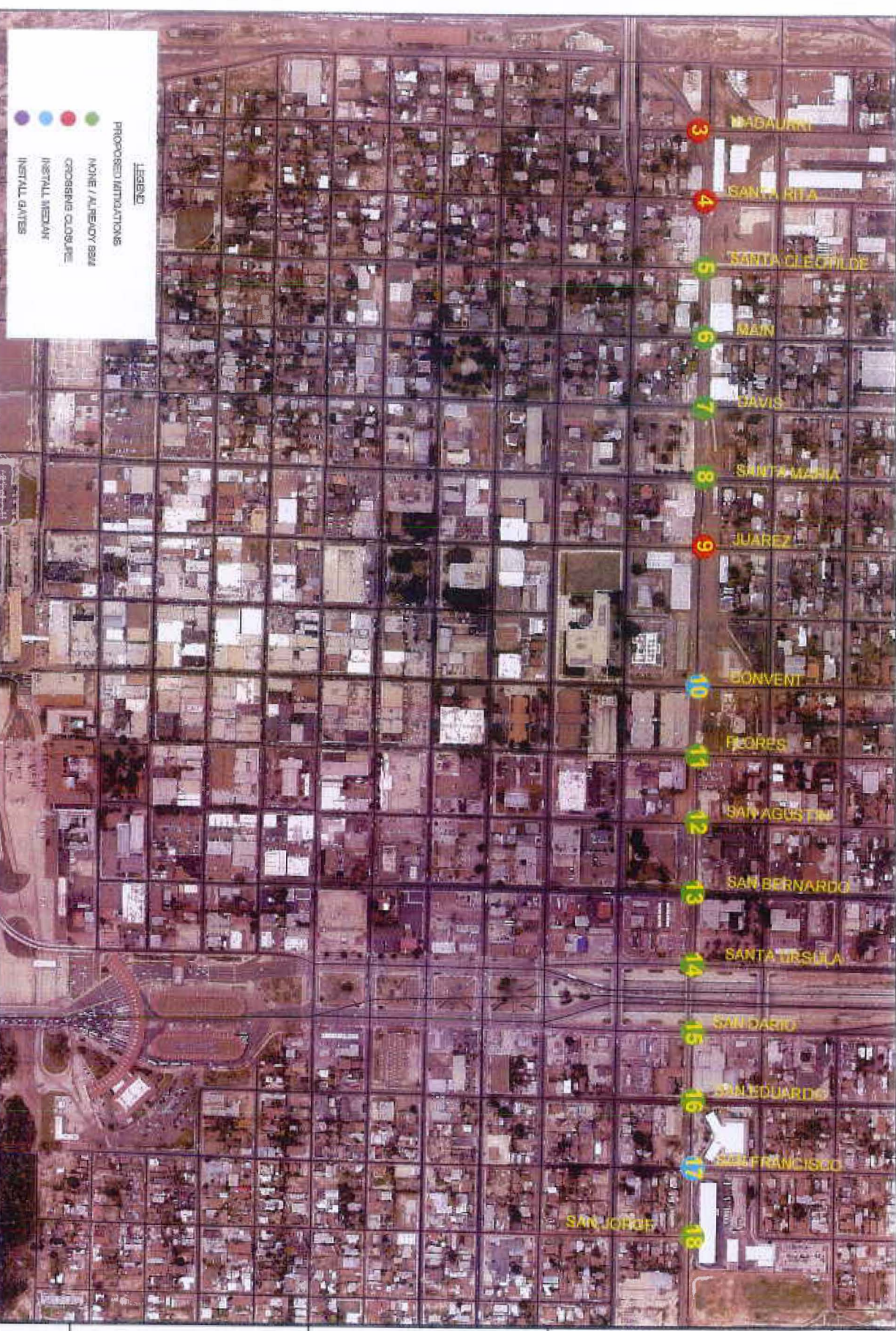
- Convent Ave (SSM)
- San Francisco Ave (ASM)
- Corpus Christi Ave (ASM)
- Market St (ASM)
- Seymour Ave (SSM)
- Market St E (SSM)
- Arkansas Ave (ASM)

Alternative 2 has a Quiet Zone Risk Index of **12,987**, which is less than Alternative 1 and beneath the National Safety Risk Threshold of 14,347. The estimated cost of all improvements, reported from the FRA's published Quiet Zone Calculator, is **\$116,000**.

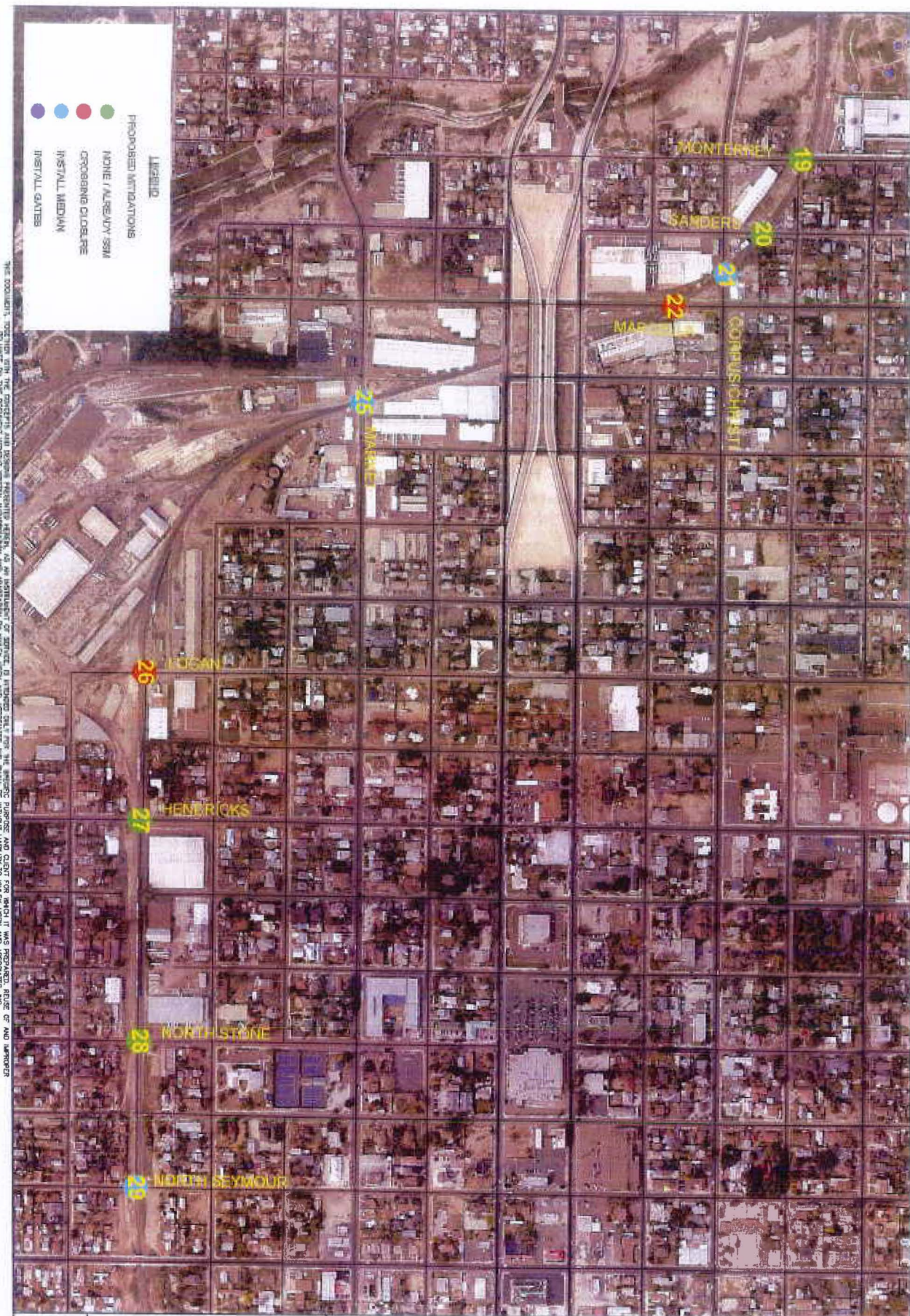
**Figures 14-16** show the proposed Alternative 2 mitigations.



THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGN PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS PREPARED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND WORKER'S  
 REUSE OF THIS DOCUMENT, WITHOUT WRITTEN PERMISSION, AND ANY INDEMNITY BY THE CLIENT AND DESIGNER, SHALL BE LIMITED TO THE EXTENT OF THE DESIGNER'S NEGLIGENCE.

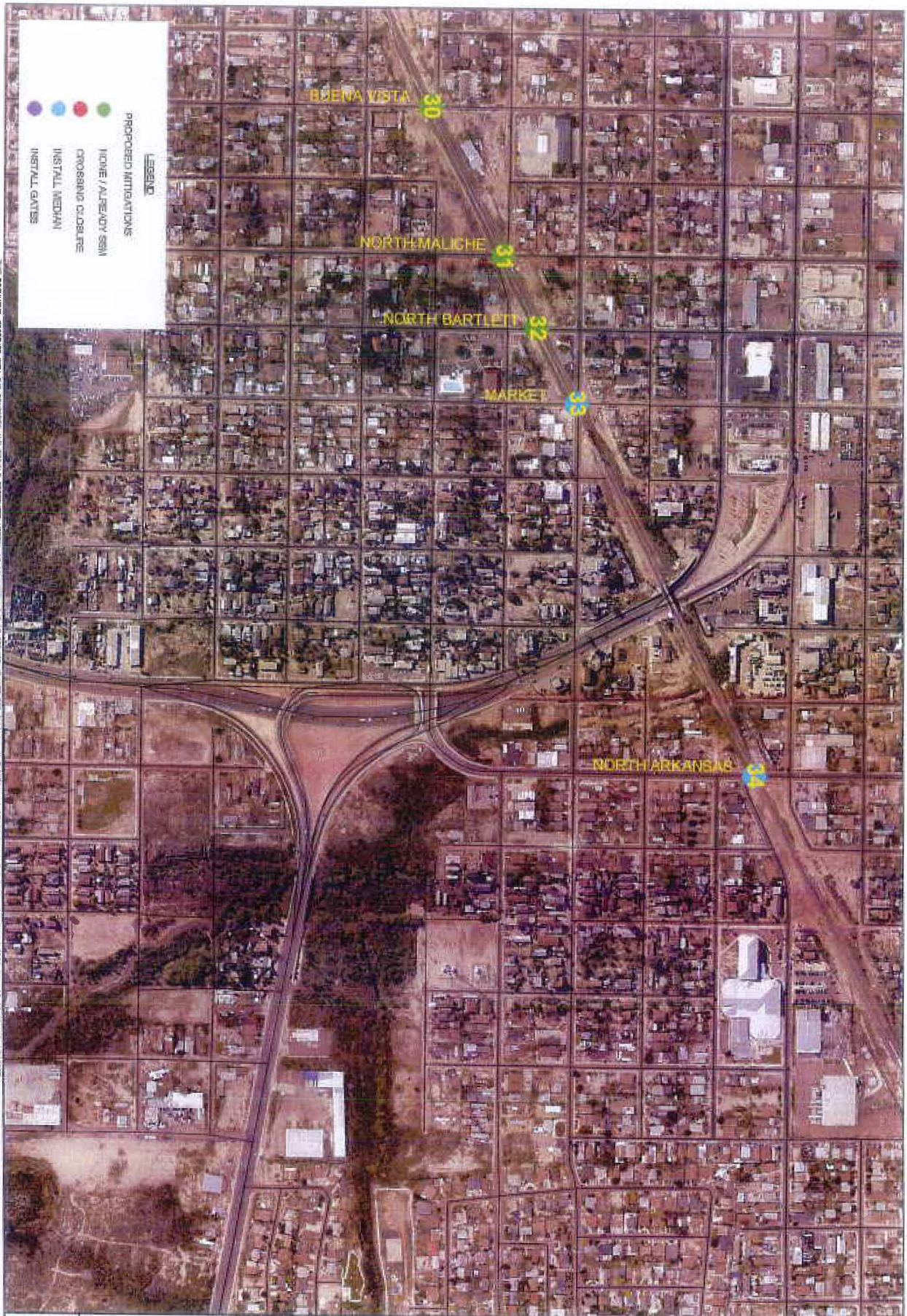






THE LOCATION, TOGETHER WITH THE PROPOSED MITIGATIONS, ARE SHOWN AS AN INDICATION OF THE PROPOSED MITIGATIONS. THE PROPOSED MITIGATIONS ARE NOT GUARANTEED. THE PROPOSED MITIGATIONS ARE NOT GUARANTEED. THE PROPOSED MITIGATIONS ARE NOT GUARANTEED.





THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGN PRESENTED HEREIN, IS AN INSTRUMENT OF SERVICE. IT IS PROVIDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF ANY PORTION OF THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.



### Alternative 3

Alternative 3 evaluated establishing a smaller quiet zone on the east side of Laredo. The study area included all crossings between Monterrey Ave and Arkansas Ave. The recommendations for this area are the same that were proposed in the first two alternatives.

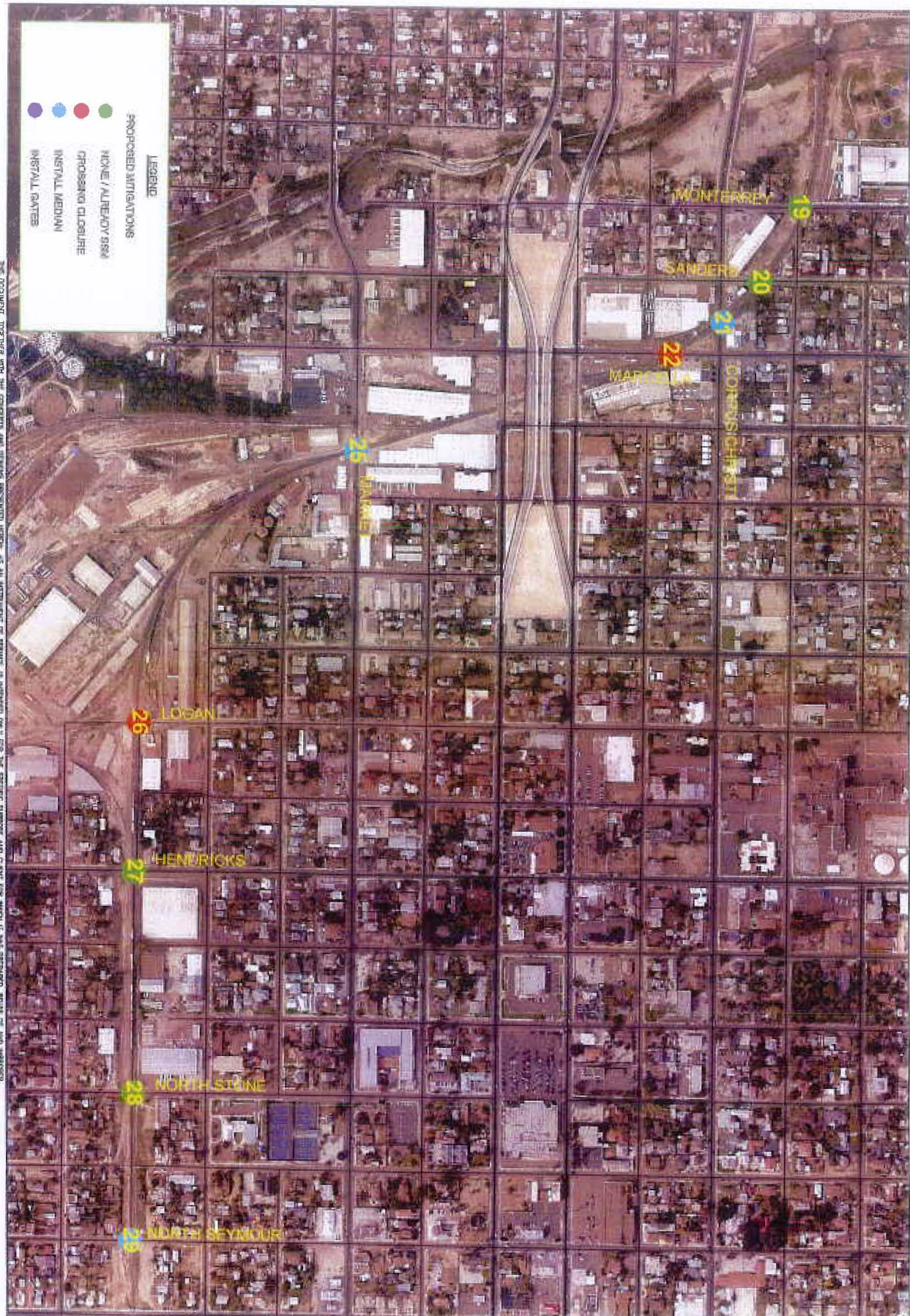
Marcella Ave is recommended to be closed due to the absence of railroad gates and train detection circuitry. Logan Ave is also recommended to be closed due to the low volume of traffic at the crossing.

Alternative 3 recommends the installation of traffic channelization devices at the following intersections.

- Corpus Christi Ave (ASM)
- Market St (ASM)
- Seymour Ave (SSM)
- Market St E (SSM)
- Arkansas Ave (ASM)

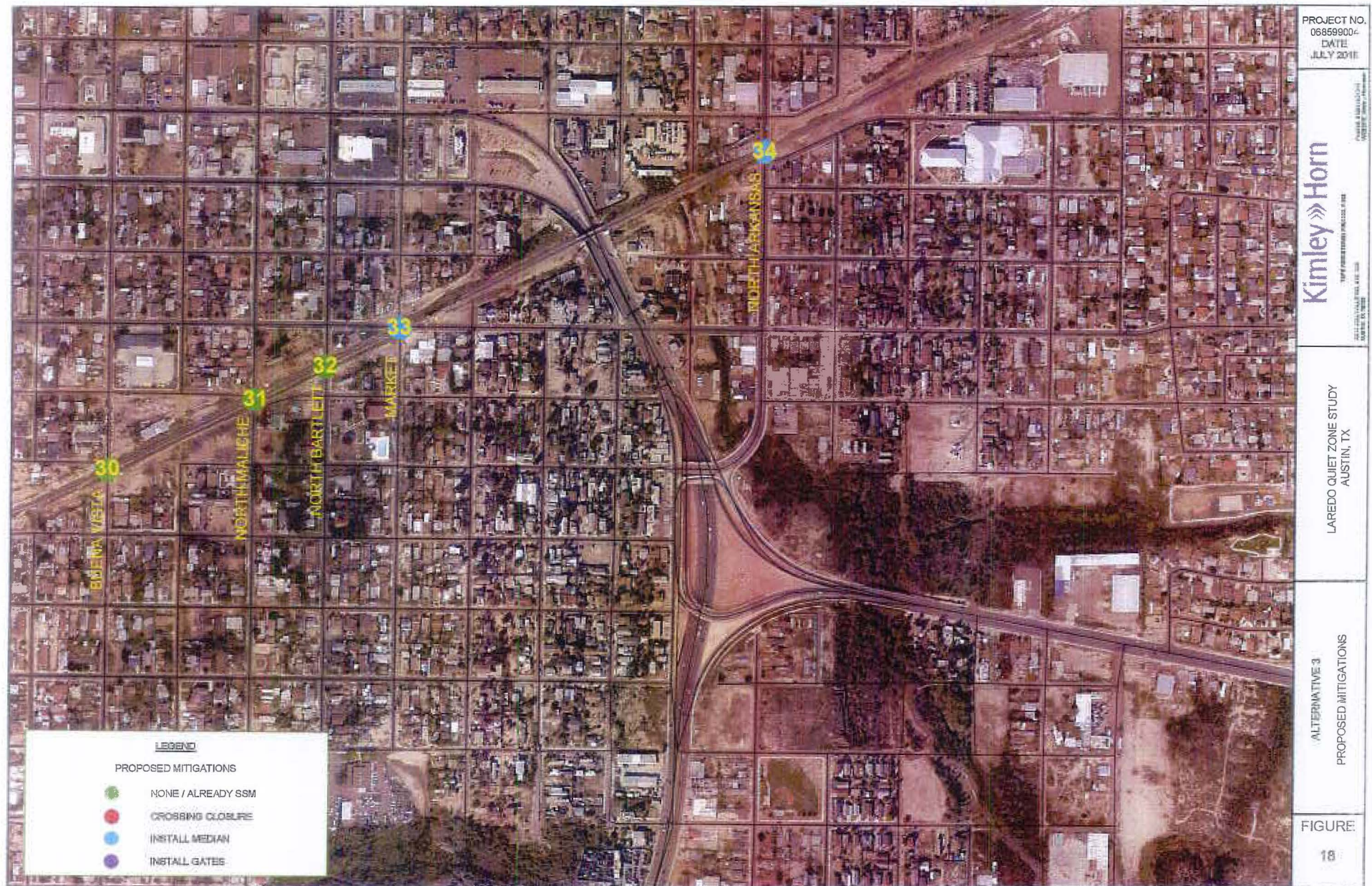
Alternative 3 has a Quiet Zone Risk Index of **13,009**, which is beneath the National Safety Risk Threshold of 14,347. The estimated cost of all improvements, reported from the FRA's published Quiet Zone Calculator, is **\$75,000**. **Figures 17 and 18** show the proposed Alternative 3 mitigations.





THE DOCUMENT, TOGETHER WITH THE CONCEPTS, ARE OFFERED PRELIMINARY. AS AN INSTRUMENT OF SERVICE, IT IS INTENDED ONLY FOR THE SETTING FORTH OF A CONCEPT AND DOES NOT CONSTITUTE A CONTRACT. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.





THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION HAS ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.



#### Alternative 4

Alternative 4 focuses on implementing only Supplementary Safety Measures. The benefit of this alternative is that an application would not need to be provided to the FRA to prove the effectiveness of any of these safety measures. In this scenario, Market St would need to be upgraded from its current two-gate configuration to a full four quad crossing. The reduction of risk from this one crossing is enough to eliminate the four proposed Alternative Safety Measures in Alternative 1 and Alternative 2. This alternative recommends the installation of traffic channelization devices at the following intersections.

- Convent Ave (SSM)
- Seymour Ave (SSM)
- Market St E (SSM)

Three of the intersections would need the installation of the required railroad gates and train detection circuitry.

- Vidaurri Ave
- Santa Rita Ave
- Juarez Ave

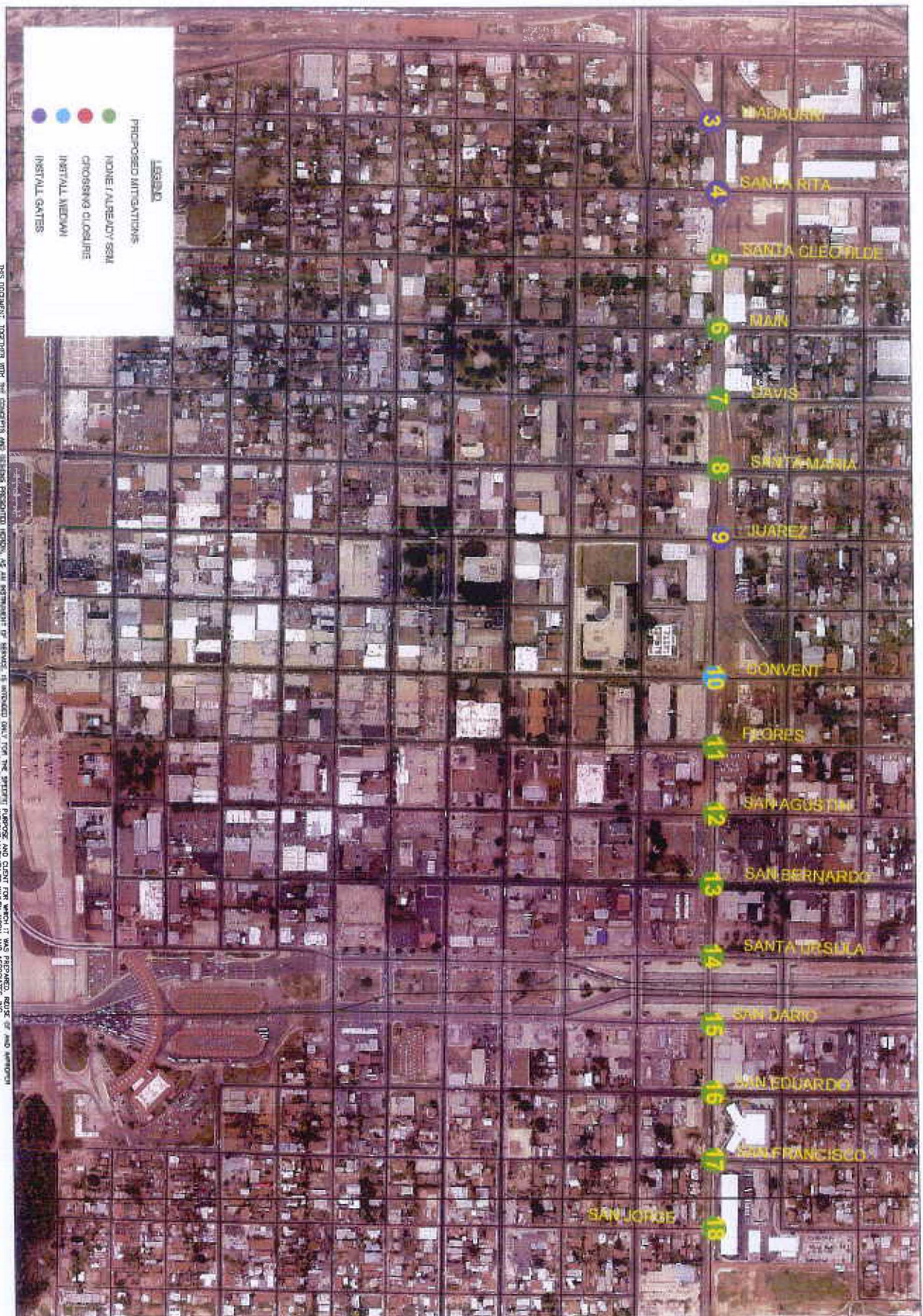
Leaving these crossings open provides the opportunity for better traffic circulation and property access. However, this alternative has a high cost because of the need to install railroad gates and train detection circuitry.

Two crossings were chosen to be closed, east of I-35, to help reduce the cost of this alternative and lower the overall Quiet Zone Risk Index.

- Marcella Ave (2318 vpd)
- Logan Ave (476 vpd)

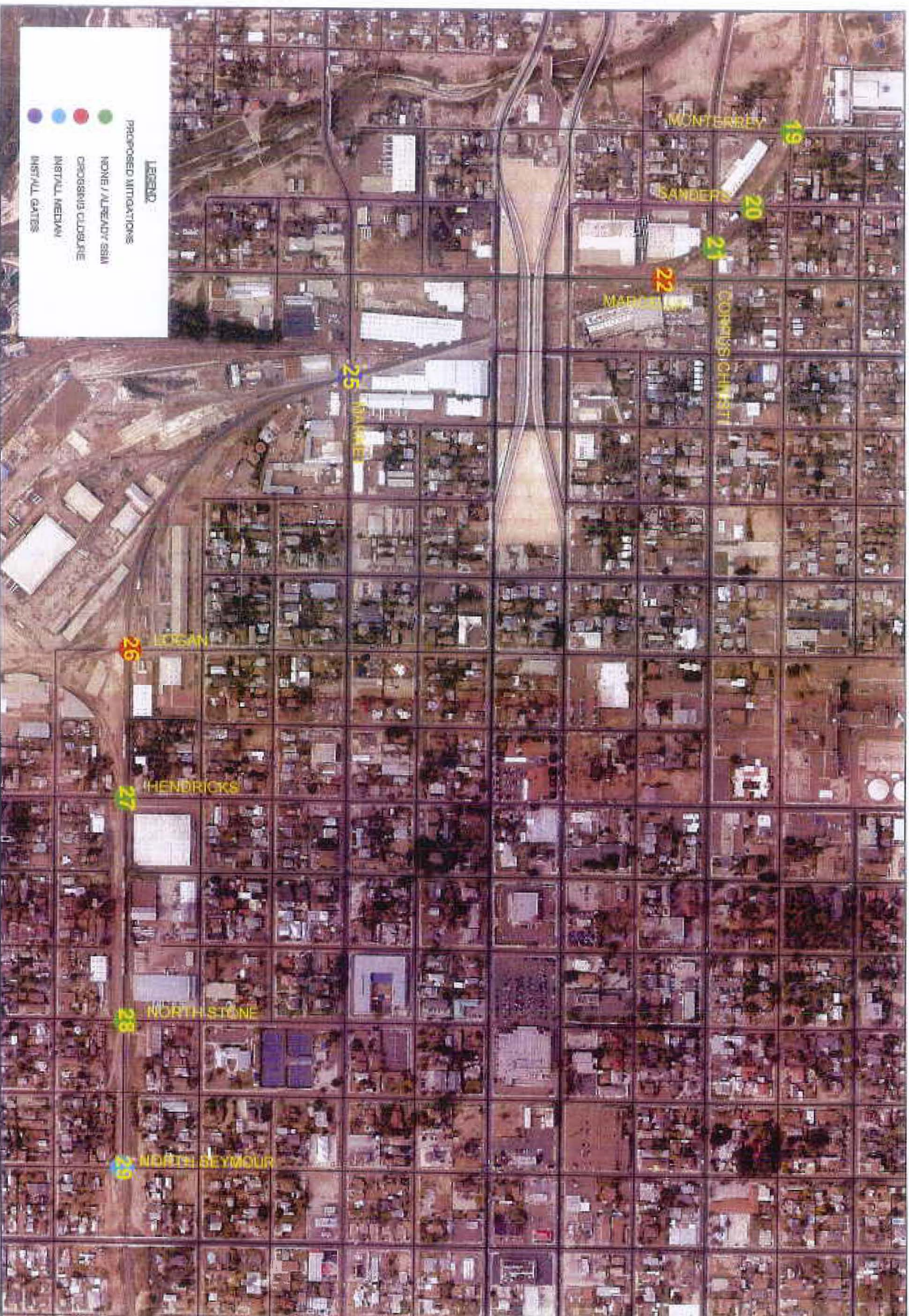
Alternative 4 has a Quiet Zone Risk Index of **13,490**, which is beneath the National Safety Risk Threshold of 14,347. The estimated cost of all improvements, reported from the FRA's published Quiet Zone Calculator, is **\$1,004,000**. **Figures 19-21** show the proposed Alternative 4 mitigations.





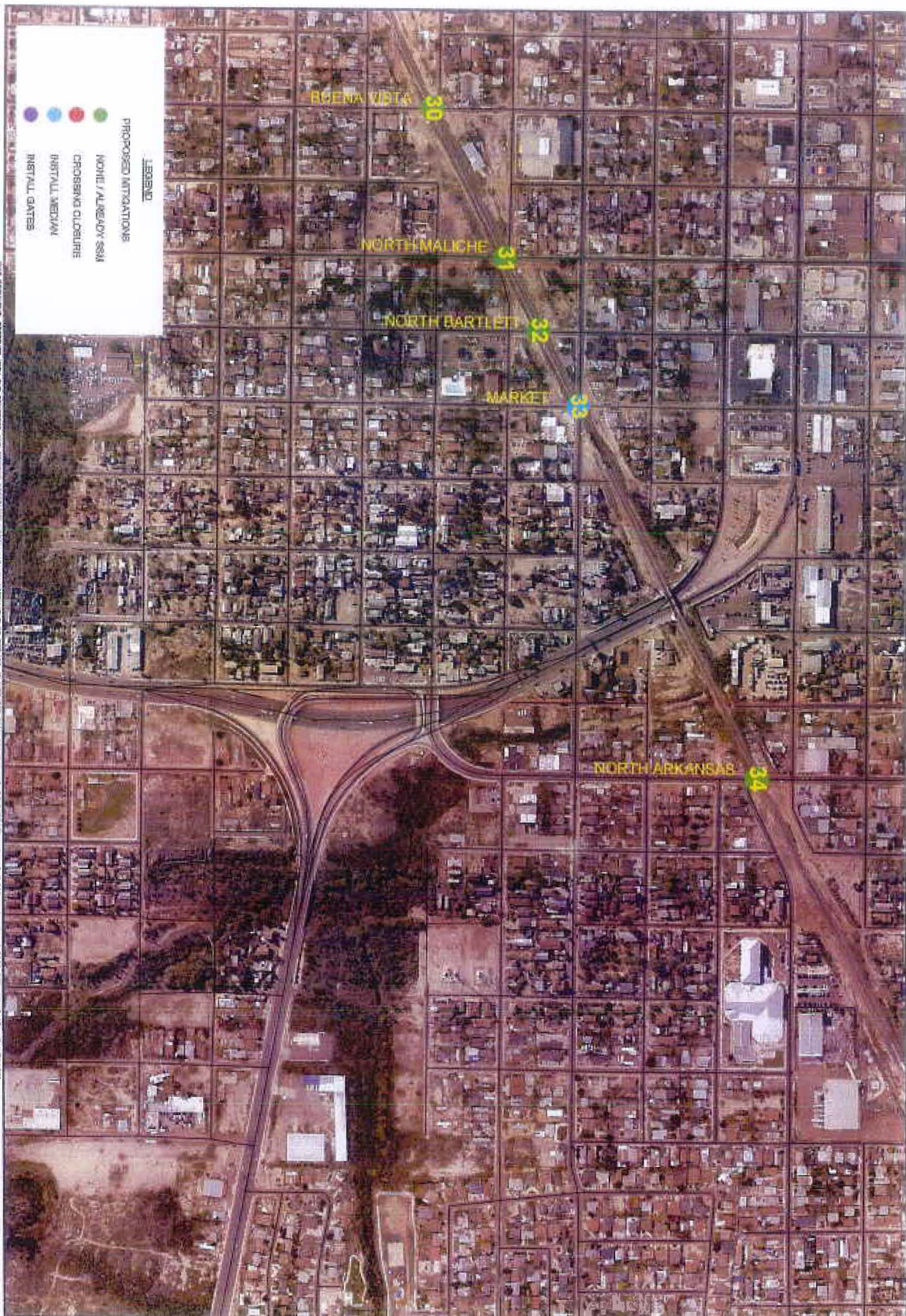
THIS DOCUMENT, TOGETHER WITH THE CONCEPT AND DESIGN PROPOSALS, IS PROVIDED ONLY FOR THE STREET PURPOSE AND CANNOT BE USED FOR ANY OTHER PURPOSE. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.





THIS DOCUMENT, TOGETHER WITH THE CONCEPT AND SCHEME PRESENTED HEREIN, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. NO OTHER USE, REPRODUCTION, OR DISTRIBUTION OF THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.





THE CONSULTANT, ENGINEER, ARCHITECT, AND DESIGN PROFESSIONAL SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. THE CONSULTANT, ENGINEER, ARCHITECT, AND DESIGN PROFESSIONAL SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED. THE CONSULTANT, ENGINEER, ARCHITECT, AND DESIGN PROFESSIONAL SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED.



## Alternative 5

Alternative 5 again focuses on implementing only Supplementary Safety Measures. In this scenario, Market St would need to be upgraded from its current two-gate configuration to a full four quad crossing. This alternative also requires the installation of traffic channelization devices at the following crossings:

- Convent Ave (SSM)
- Seymour Ave (SSM)
- Market St E (SSM)

Like in alternative 2, all crossings that did not currently have railroad gates or train detection circuitry or had low daily traffic were elected to be permanently closed. These crossings are shown below with their respective average daily traffic (ADT).

- Vidaurri Ave (75 vpd)
- Santa Rita Ave (240 vpd)
- Juarez Ave (572 vpd)
- Marcella Ave (2318 vpd)
- Logan Ave (476 vpd)

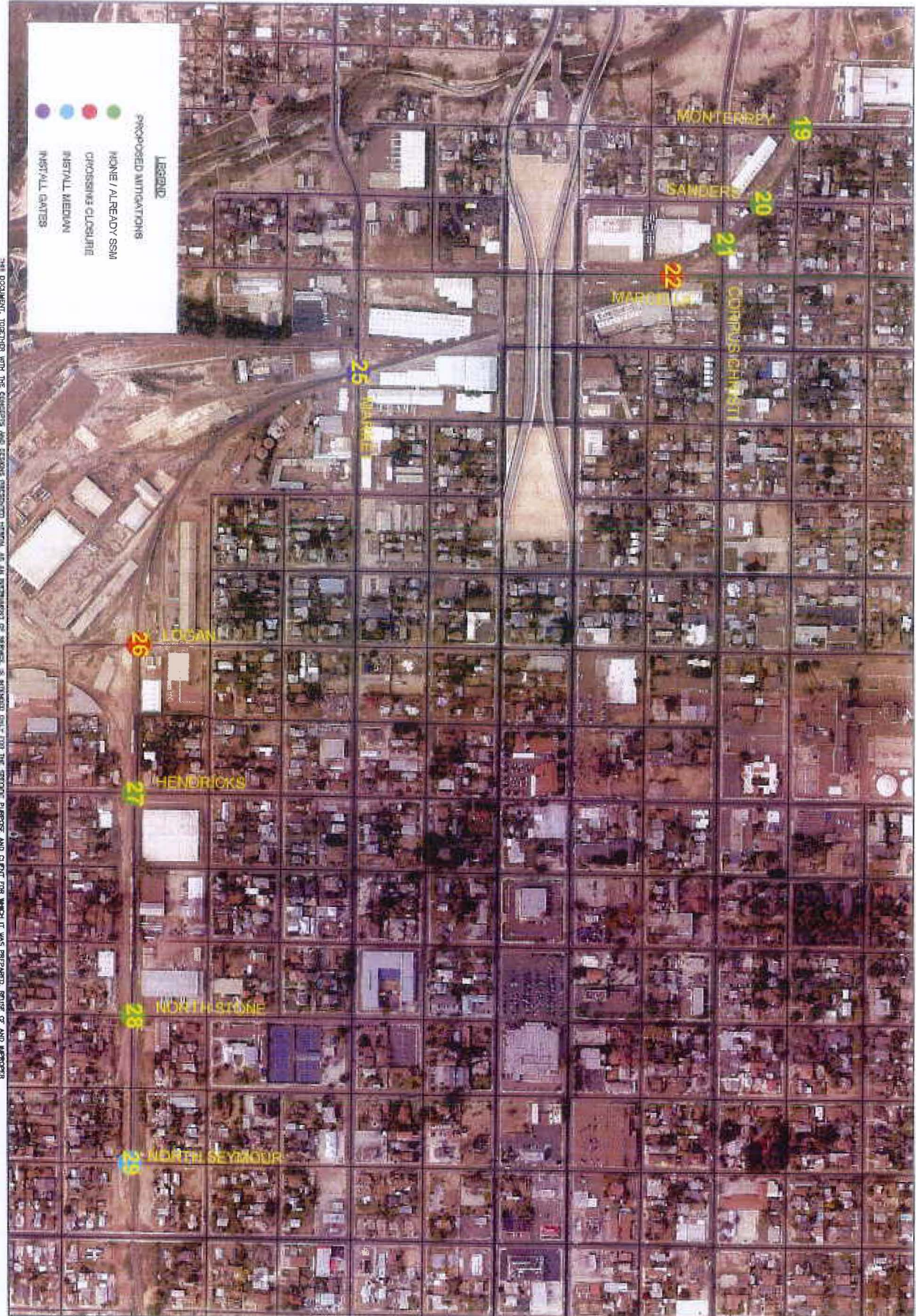
Alternative 5 has a Quiet Zone Risk Index of **12,979**, which is lowest of the Alternatives and beneath the National Safety Risk Threshold of 14,347. The estimated cost of all improvements, reported from the FRA's published Quiet Zone Calculator, is **\$164,000**.

**Figures 22-24** show the proposed Alternative 5 mitigations.



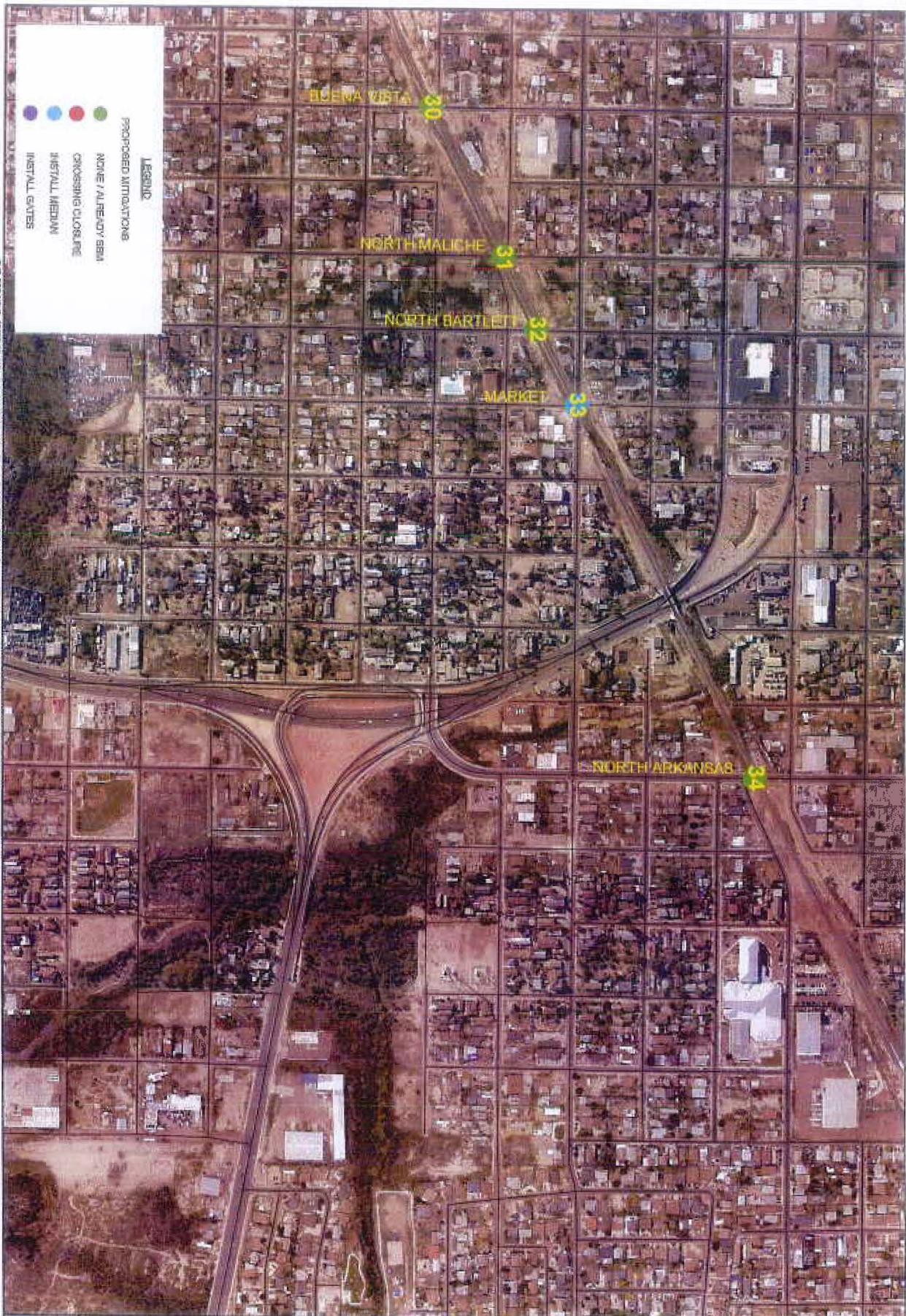






THIS DOCUMENT, ITS CONTENTS, AND ANY INFORMATION CONTAINED HEREIN, IS THE PROPERTY OF KIMLEY-HORN, A KIMLEY-HORN COMPANY. IT IS TO BE USED ONLY FOR THE PROJECT AND PURPOSE AND CANNOT BE REPRODUCED, COPIED, OR REPRODUCED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF KIMLEY-HORN, A KIMLEY-HORN COMPANY. IT IS TO BE USED ONLY FOR THE PROJECT AND PURPOSE AND CANNOT BE REPRODUCED, COPIED, OR REPRODUCED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF KIMLEY-HORN, A KIMLEY-HORN COMPANY.





THIS DOCUMENT, INCLUDING THE MAP, IS FOR INFORMATIONAL PURPOSES ONLY. IT IS NOT A CONTRACT. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE INFORMATION AND DATA SHOWN ON THIS MAP. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES. THE USER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.

FIGURE  
24

ALTERNATIVE 5  
PROPOSED MITIGATIONS

LAREDO QUIET ZONE STUDY  
AUSTIN, TX

**Kimley»Horn**

10000 N. MOPAC BLVD., SUITE 200, AUSTIN, TX 78753  
737.440.1111  
WWW.KIMLEYHORN.COM

PROJECT NO.  
00000000  
DATE  
JULY 2018



## NEXT STEPS

The entire quiet zone process is shown in the flowchart found in Appendix D. This report accomplishes the preliminary analysis and field review. Next steps include the following:

- Present to the LUTS Policy Committee and Laredo City Council.
- Hold a staff and public meeting to receive stakeholder input.
- Produce a Final Report upon the MPO's and City's recommendations.
- Prepare the official quiet zone application packet, using information from the FRA calculator.
- Prepare design plans for crossing closures and safety improvements at crossings
- Issue the following to the FRA and KCSR
  - the Notice of Intent (NOI) to establish a quiet zone
  - plans showing safety improvements
- Address any NOI review comments received
- Install safety improvements and No Train Horn signs, covering the signs with bags
- Request inspection of improvements from KCSR
- Issue the Notice of Establishment (NOE) for the quiet zone, stating the date that horns are to go silent.







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

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

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

A. Status report by TxDOT on the Laredo Mobility Study.

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

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

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

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