

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
September 16th, 2019
1:30 p.m.

MEETING AGENDA

SEP 13 '19 AM 11:18
REC'D CITY SEC OFF

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

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

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

- A. Approval of the minutes for the meeting held on August 15, 2019.
- B. Receive public testimony and approve Resolution No. MPO 2019-06, adopting the proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP):
 1. **Revision** of project CSJ 0018-06-183 for the construction of interchange direct connector 5, on IH 35, from 0.50 miles south of US 59 to 0.50 miles east of IH 35. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020.

2. **Revision** of project CSJ 0018-06-136 for the widening of main lanes and the construction of a railroad grade separation, from Shiloh Drive to 0.25 miles north of US 59/IH 69W. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) FY 2021 to FY 2020.
- C. Receive public testimony and approve Resolution No. MPO 2019-07, adopting the proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP):
1. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary, in order to provide for the following:
 - A. **Revision** of project CSJ 0018-06-183 for the construction of interchange direct connector 5, located from 0.50 miles south of US 59 to 0.50 miles east of IH 35. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020. *
 - B. **Revision** of project CSJ 0018-06-136 for the widening of main lanes and the construction of a railroad grade separation, from Shiloh Drive to 0.25 miles north of US 59/IH 69W. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2021 to FY 2020.*
 2. **Revision** of Chapter 1, per FAST Act requirements to include additional planning factors; and, (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10)) and include Safety, Bridge, Pavement/ Roadway and Transit System Performance targets; and, (Ref: 23 CFR 450.324(f)(3))
 3. **Revision** of Chapter 12 to update the project evaluation criteria to support the selection of projects in accordance with the adopted performance measures and targets; and,
 4. **Addition** of Appendix 1, entitled Documentation Adoption of Federally Required Performance Measures/Targets and System Evaluation Report
- D. Receive public testimony and initiate a 10 day public review and comment period on the proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP):
1. **Addition** of project CSJ 0018-06-184 for the construction of interchange direct connector 8, on IH 35, from 0.50 miles south of US 59 to 0.50 miles east of IH 35, with estimated total project cost of 25,755,400, intended to let in FY 2020.
- E. Receive public testimony and initiate a 10 day public review and comment period for the following proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP):

1. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary; and,
 - Figure 12-1, entitled Roadway and Bicycle/Pedestrian Projects; and,
 - Table 12-11, entitled Roadway Projects; and,
 - Figure 13-1, entitled Natural Resources and Federally Funded Projects; and,
 - Figure 13-2, entitled Cultural Resources and Federally Funded Projects; and,
 - Figure 13-3, entitled Low Income Areas and Federally Funded Projects; and,
 - Table 13-1, entitled Federally Funded Projects Environmental Assessment Results; and,
 - Table 13-3, entitled Federally Funded Projects and Environmental Justice Populations; and,
 - Figure 13-4 entitled Colonias and Federally Funded Projects as necessary to incorporate the following revision(s):
 - A. **Addition** of project CSJ 0018-06-184 for the construction of interchange direct connector 8, on IH 35, from 0.50 miles south of US 59 to 0.50 miles east of IH 35, with estimated total project cost of 25,755,400, intended to let in FY 2020.
- F. Presentation with possible action by CDM Smith on the proposed 2020-2045 Metropolitan Transportation Plan (MTP) proposed project list.
- G. Appointment of Councilmember George Altgelt as the Laredo Mass Transit Board representative for the MPO.
- H. Discussion with possible action on Springfield Rd.
- I. Discussion with possible action on Cuatro Vientos Rd.
- J. Discussion with possible action on future reconfiguration of IH-35 serving the Mall del Norte.
- K. Discussion with possible action on the River Road Project.
- L. Discussion with possible action on Hachar-Reuthinger.
- V. REPORT(S) AND PRESENTATIONS (No action required).
 - A. Status report by Vanessa Guerra, MPO Staff, on fiscal year 2019 carryover funds.
 - B. Status report by TxDOT on ongoing projects.
 - C. Status report by the Regional Mobility Authority (RMA).
- VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY SEPTEMBER 13TH, 2019, BY 1:30 P.M.

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

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

Ayuda o Servicios Auxiliares: Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios auxiliares como: 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 del Planificación de la Ciudad, 1120 San Bernardo Ave. al (956) 794-1613, vguerra@ci.laredo.tx.us, al menos cinco días hábiles antes de la reunión para que los arreglos apropiados se pueden hacer. Materiales en español se proveerán a petición.

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

Información en Español: Si usted desea esta información en español o si desea explicación sobre el contenido, por favor llámenos al teléfono (956) 794-1613 o comunicarse con nosotros mediante correo electrónico a vguerra@ci.laredo.tx.us.

CITY OF LAREDO REPRESENTATIVES:

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

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable George Altgelt, City Councilmember, District VII

COUNTY OF WEBB REPRESENTATIVES:

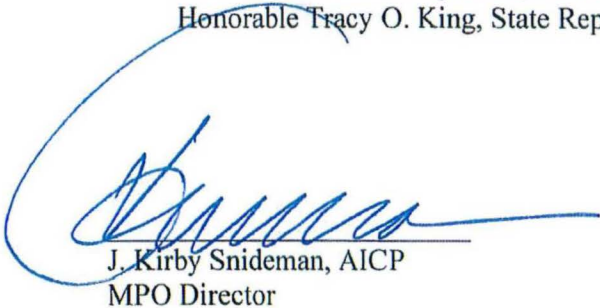
Honorable Tano E. Tijerina, Webb County Judge
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3

STATE REPRESENTATIVES:

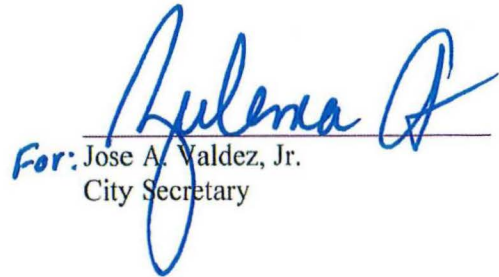
Mr. David M. Salazar, Jr. P.E., District Engineer
(Vacant), TxDOT District Administrator

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

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



J. Kirby Snideman, AICP
MPO Director



For: Jose A. Valdez, Jr.
City Secretary

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

<p>DATE: 09-16-19</p>	<p>SUBJECT: RESOLUTION To receive public testimony and approve Resolution No. MPO 2019-06 adopting the proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP):</p> <ol style="list-style-type: none"> 1. Revision of project CSJ 0018-06-183 for the construction of interchange direct connector 5, located from 0.50 miles south of US 59 to 0.50 miles east of IH 35. Purpose of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020. * 2. Revision of project CSJ 0018-06-136 for the widening of main lanes and the construction of a railroad grade separation, from Shiloh Drive to 0.25 miles north of US 59/IH 69W. Purpose of amendment is to revise the estimated letting date from fiscal year (FY) 2021 to FY 2020.* <p>* (These project letting date revisions are listed for informational purposes only as moving a letting date within the TIP years does not require a formal TIP revision.)</p> <p style="text-align: right;">TIP 19-22/REV 2</p>
<p>INITIATED BY: TxDOT/MPO</p>	<p>STAFF SOURCE J. Kirby Snideman MPO Director</p>
<p>PREVIOUS ACTION: The MPO Policy Committee approved Resolution No. MPO 2018-03 adopting the 2019-2022 TIP on 05/21/18. A ten day and public review comment period for the proposed revisions was initiated on 7-15-19.</p>	
<p>BACKGROUND:</p> <p>See Attachment A- Project Summaries and Attachment B – 2019-2022 Financial Summary for full revision details.</p>	
<p>COMMITTEE RECOMMENDATION: Approval</p>	<p>STAFF RECOMMENDATION: Approval.</p>

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
TIP FY 2019-2022
LAREDO METROPOLITAN PLANNING ORGANIZATION
FY 2020

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
22 - LAREDO	WEBB	0018-06-136	IH 35	C,E	LAREDO	LAREDO, CITY OF	\$ 61,136,751	
LIMITS FROM SHILOH DRIVE						REVISION DATE: 07/2018		
LIMITS TO: 0.25 MILES N. OF US 59/ IH 69W						MPO PROJ NUM: 1113		
PROJECT INTERCHANGE IMPROVEMENT (NEW OR UPDATE)						FUNDING CAT(S): 1,2M,4,12		
DESCR:						PROJECT HISTORY: WIDEN NB AND SB MAINLANES TO 3 LANES EACH DIRECTION		
REMARKS						P7:		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 2,733,553	COST OF APPROVED PHASES:	1-PRVNT	\$ 5,709,401	\$ 1,427,350	\$ 0	\$ 0	\$ 7,136,751 *
ROW PURCHASE:	\$ 266,000		2M-METRO CRDR:	\$ 7,200,000	\$ 1,800,000	\$ 0	\$ 0	\$ 9,000,000
CONST COST:	\$ 55,786,798		4-STWIDE CNCT:	\$ 21,600,000	\$ 5,400,000	\$ 0	\$ 0	\$ 27,000,000
CONST ENG:	\$ 2,616,401		12-STRAT PRIOR:	\$ 14,400,000	\$ 3,600,000	\$ 0	\$ 0	\$ 18,000,000
CONTING:	\$ 1,668,025		TOTAL:	\$ 48,909,401	\$ 12,227,350	\$ 0	\$ 0	\$ 61,136,751
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 64,922,898							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
22 - LAREDO	WEBB	0018-06-183	IH 35	C,E	LAREDO	LAREDO, CITY OF	\$ 33,964,862	
LIMITS FROM 0.50 MI SOUTH OF US59						REVISION DATE: 07/2018		
LIMITS TO: 0.50 MI EAST OF IH35						MPO PROJ NUM: 1113		
PROJECT CONSTRUCT DIRECT CONNECTORS						FUNDING CAT(S): 1,4		
DESCR:						PROJECT HISTORY:		
REMARKS						P7:		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 1,518,641	COST OF APPROVED PHASES:	1-PRVNT	\$ 3,568,376	\$ 396,486	\$ 0	\$ 0	\$ 3,964,862 *
ROW PURCHASE:	\$ 322,152		4-STWIDE CNCT:	\$ 27,000,000	\$ 3,000,000	\$ 0	\$ 0	\$ 30,000,000
CONST COST:	\$ 30,992,665		TOTAL:	\$ 30,568,376	\$ 3,396,486	\$ 0	\$ 0	\$ 33,964,862
CONST ENG:	\$ 1,453,556							
CONTING:	\$ 926,681							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 36,242,651							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
22 - LAREDO	WEBB	0018-06-198	IH 35	C,E	LAREDO	LAREDO, CITY OF	\$ 5,640,665	
LIMITS FROM 0.38 MILES SOUTH OF US59/IH35 INT						REVISION DATE: 05/2019		
LIMITS TO: 0.80 MILES NORTH OF US59/IH35 INT						MPO PROJ NUM: 1113		
PROJECT WIDEN ROAD - ADD LANES						FUNDING CAT(S): 11		
DESCR:						PROJECT HISTORY:		
REMARKS						P7:		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 253,107	COST OF APPROVED PHASES:	11-DIST DISC:	\$ 4,512,532	\$ 1,128,133	\$ 0	\$ 0	\$ 5,640,665 *
ROW PURCHASE:	\$ 0		TOTAL:	\$ 4,512,532	\$ 1,128,133	\$ 0	\$ 0	\$ 5,640,665
CONST COST:	\$ 5,165,444							
CONST ENG:	\$ 222,114							
CONTING:	\$ 9,298							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0							
TOTAL PRJ COST:	\$ 5,908,235							

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

* FUNDING NOT FIXED



Laredo MPO - District 22
FY 2019 - 2022 Transportation Improvement Program
August 2019 Quarterly STIP Revision

Funding by Category

Category	Description	FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$18,072,553	\$18,072,553	\$0	\$0	\$18,477,632	\$18,477,632	\$36,550,185	\$36,550,185
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$9,000,000	\$9,000,000	\$5,438,724	\$5,438,724	\$79,531,847	\$79,531,847	\$93,970,571	\$93,970,571
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$8,717,058	\$8,717,058	\$0	\$0	\$0	\$0	\$8,717,058	\$8,717,058
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$57,000,000	\$57,000,000	\$0	\$0	\$65,000,000	\$65,000,000	\$122,000,000	\$122,000,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$32,339,796	\$32,339,796	\$0	\$0	\$32,339,796	\$32,339,796
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP / TASA	\$0	\$0	\$815,798	\$815,798	\$288,774	\$288,774	\$0	\$0	\$1,104,572	\$1,104,572
10	Supplemental Transportation	\$0	\$0	\$14,520,408	\$14,520,408	\$12,067,384	\$12,067,384	\$0	\$0	\$26,587,792	\$26,587,792
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$26,464,252	\$26,464,252	\$0	\$0	\$0	\$0	\$26,464,252	\$26,464,252
12	Strategic Priority	\$0	\$0	\$18,000,000	\$18,000,000	\$17,000,000	\$17,000,000	\$0	\$0	\$35,000,000	\$35,000,000
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$152,590,069	\$152,590,069	\$67,134,678	\$67,134,678	\$163,009,479	\$163,009,479	\$382,734,226	\$382,734,226

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 19-22
Federal	\$0	\$119,544,038	\$53,707,742	\$138,755,346	\$312,007,126
State	\$0	\$22,243,612	\$6,958,977	\$24,254,133	\$53,456,722
Local Match	\$0	\$2,085,361	\$6,467,959	\$0	\$8,553,320
CAT 3 - Local Contributions (LC)	\$0	\$8,717,058	\$0	\$0	\$8,717,058
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$152,590,069	\$67,134,678	\$163,009,479	\$382,734,226

RESOLUTION NO. MPO 2019-06

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

REVISING THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo Urban Area, has reviewed the revisions to the adopted 2019-2022 Transportation Improvement Program (TIP); and,

WHEREAS, the Laredo Urban Transportation Study finds that the revisions to the 2019-2022 Transportation Improvement Program (TIP) meet the high priority improvements necessary for the LUTS area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, amended the 2019-2022 Transportation Improvement Program (TIP), which is attached hereto and made a part hereof for all purpose.

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

We certify that the above resolution was adopted on May 16, 2014 at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

J. Kirby Snideman
MPO Director

David Salazar
District Engineer

1817 Bob Bullock Loop
Laredo, Texas 78043
(956) 712-7726
Omar.Costilla@txdot.gov

From: Vanessa Guerra [mailto:vguerra@d.laredo.tx.us]
Sent: Monday, May 20, 2019 10:25 AM
To: Omar Costilla; Angelica Quijano
Cc: Roberto Rodríguez III; Nancy Barrios
Subject: RE: MPO - Projects Update for August Revision

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As always, you will need to provide the runs and the updated financial summary.

From: Omar Costilla [mailto:Omar.Costilla@txdot.gov]
Sent: Monday, May 20, 2019 8:32 AM
To: Vanessa Guerra; Angelica Quijano
Cc: Roberto Rodríguez III; Nancy Barrios
Subject: MPO - Projects Update for August Revision

Vanessa,

As discussed at the last LUTS meeting on May 14, 2019 please add the following projects to the next MPO technical committee meeting and the next MPO ESTIP August revision. The following project are already in the MPO STIP portal we just need to move them too FY20. Please email me if your missing any information.

Update

(This project needs to move to FY20)

CSJ: 0018-06-183

HWY: IH 35

Limits: From: 0.50 Miles South of US 59 To: 0.50 Miles East of IH 35

Description of Work: (The information you have in file should still work for description of work.)

Short Work Description: The construction will consist of a new interchange direct connector #5.

Update

(This project needs to move to FY20)

CSJ: 0018-06-136

HWY: IH 35

Limits: From: Shiloh Drive To: 0.25 Miles N. of US 59 / IH 69W

Description of Work: (The information you have in file should still work for description of work.)

Short Work Description: The construction will consist of the widen of mainlanes and RR grade separation.

Thank you

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

A Texas Department of Transportation (TxDOT) message



Omar J. Costilla
Transportation Specialist III
Transportation Planning & Development
Laredo District
1817 Bob Bullock Loop
Laredo, Texas 78048
(956) 712-7726
Omar.Costilla@txdot.gov

From: Vanessa Guerra [mailto:vguerra@ci.laredo.tx.us]
Sent: Monday, May 20, 2019 10:25 AM
To: Omar Costilla; Angelica Quijano
Cc: Roberto Rodriguez III; Nancy Barrios
Subject: RE: MPO - Projects Update for August Revision

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As always, you will need to provide the runs and the updated financial summary.

From: Omar Costilla [mailto:Omar.Costilla@txdot.gov]
Sent: Monday, May 20, 2019 8:32 AM
To: Vanessa Guerra; Angelica Quijano
Cc: Roberto Rodriguez III; Nancy Barrios
Subject: MPO - Projects Update for August Revision

Vanessa,

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Update

(This project needs to move to FY20)

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HWY: IH 35

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Description of Work: (The information you have in file should still work for description of work.)

Short Work Description: The construction will consist of the widen of mainlanes and RR grade separation.

Thank you

 cid:image003.png@01D30565.4318C950

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

A Texas Department of Transportation (TxDOT) message

A Texas Department of Transportation (TxDOT) message

From: Omar Costilla <Omar.Costilla@txdot.gov>
Sent: Monday, June 10, 2019 10:14 AM
To: Vanessa Guerra; Angelica Quijano
Cc: Roberto Rodriguez III; Nancy Barrios; Sara Garza
Subject: RE: MPO - Projects Update for August Revision

Angelica,

As requested here is the email for the August Revision.

Thank you

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

From: Omar Costilla
Sent: Thursday, June 06, 2019 4:04 PM
To: Vanessa Guerra; Angelica Quijano
Cc: Roberto Rodriguez III; Nancy Barrios; Sara Garza
Subject: RE: MPO - Projects Update for August Revision

Vanessa & Angelica,

Attached is the financial summary for your review. TPP is still working on running some updated TIP pages with the new program TxDOTConnect which is replacing DCIS. I don't know what you can do for now for the runs.

Thank you

Thank you,
Omar J. Costilla
Transportation Specialist III
Transportation Planning & Development
Laredo District

RE: MPO - Projects Update for August Revision

Omar Costilla <Omar.Costilla@txdot.gov>

Mon 6/10/2019 10:15 AM

To: Vanessa Guerra <vguerra@ci.laredo.tx.us>; Angelica Quijano <aquijano@ci.laredo.tx.us>

Cc: Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>; Nancy Barrios <Nancy.Barrios@txdot.gov>; Sara Garza <Sara.Garza@txdot.gov>

Angelica,

As requested here is the email for the August Revision.

Thank you

 cid:image003.png@01D30565.4318C950

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

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Cc: Roberto Rodriguez III; Nancy Barrios; Sara Garza
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Attached is the financial summary for your review. TPP is still working on running some updated TIP pages with the new program TxDOTConnect which is replacing DCIS. I don't know what you can do for now for the runs.

Thank you

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Thank you,

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

<p>DATE: 9-16-19</p>	<p>SUBJECT: RESOLUTION Receive public testimony and approve Resolution No. MPO 2019- 07 adopting the proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP):</p> <ol style="list-style-type: none"> 1. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary, in order to provide for the following: <ol style="list-style-type: none"> A. Revision of project CSJ 0018-06-183 for the construction of interchange direct connector 5, located from 0.50 miles south of US 59 to 0.50 miles east of IH 35. Purpose of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020. * B. Revision of project CSJ 0018-06-136 for the widening of main lanes and the construction of a railroad grade separation, from Shiloh Drive to 0.25 miles north of US 59/IH 69W. Purpose of amendment is to revise the estimated letting date from fiscal year (FY) 2021 to FY 2020.* <p>*(These project letting date revisions are listed for informational purposes only as moving a letting date within the MTP years does not require a formal MTP revision.)</p> <ol style="list-style-type: none"> 2. Revision of Chapter 1, per FAST Act requirements to include additional planning factors; and, (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10)) and include Safety, Bridge, Pavement/ Roadway and Transit System Performance targets; and, (Ref: 23 CFR 450.324(f)(3)) (see attachment 1) 3. Revision of Chapter 12 to update the project evaluation criteria to support the selection of projects in accordance with the adopted performance measures and targets; and, (see attachment 2) 4. Addition of Appendix 1, entitled Documentation Adoption of Federally Required Performance Measures/Targets and System Evaluation Report (see attachment 3) <p>* for informational purposes only- see also attachment 4 – Fast Act Updates Summary, attachment 5- FHWA Checklist, and attachment 6 MOU between TxDOT, Transit and MPO</p>
MTP 15-40/REV 11	

INITIATED BY: TXDOT	STAFF SOURCE: J. Kirby Snideman, MPO Director
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PREVIOUS ACTION:
On December 15, 2014 the Policy Committee adopted the 2015-2040 Metropolitan Transportation Plan (MTP). The Policy Committee approved revision #1 of the MTP on April 20, 2015. On October 19, 2015 the Policy Committee approved revision #2. On March 21, 2016, the Policy Committee approved revision #3 and also approved a ten day public review and comment period for revision #4. On December 21, 2015, the Policy Committee approve the allocation of 4.482 million dollars in Proposition 1, Category 2 (MPO) funds to the project identified as CSJ 2150-04-067 for the widening of pavement to provide additional travel lanes on FM 1472 (Mines Road) from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard with an estimated letting date of August 2016. On June 20th, 2016, the Policy Committee approved the initiation of a 10 day public review and comment period for the proposed MTP revisions. On July 18th, 2016, the Policy Committee approved revision #5 of the MTP. Revision #6 was approved on October 17, 2016. Revision #7 was approved on May 15, 2017. Revision #8 was approved on September 18, 2017. Revision #9 was approved on June 18, 2018. Revision 10 was approved on March 18, 2019.

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

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

See attachments for full details of all proposed revisions.

COMMITTEE RECOMMENDATION: Approval

STAFF RECOMMENDATION: Approval

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

Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost		Projected Revenue	
						Total Project Cost (in 2014 dollars)	Year of Expenditure Cost	Federal Revenue	Other Revenue (RMA and Local Sources)
7, 11	0086-14-061	Loop 20	SH 359 to Spur 400	Widen existing bridge	2015	\$10,245,646	\$10,655,472	\$8,524,378	\$2,131,094
1, 2, 4	0086-14-062	Loop 20	1.09 S. of Spur 400 to Spur	New Nonfreeway	2015	\$16,936,138	\$17,613,584	\$1,506,867	\$16,106,717
8	0018-06-168	IH 35	At US 59 intersection	Improve traffic signal on	2015	\$96,146	\$99,992	\$81,702	\$18,290
8	0038-01-076	US 83	Palo Blanco to SH 359	Improve traffic signals -	2015	\$124,873	\$129,868	\$109,625	\$20,243
8	0038-01-077	US 83	Cielito Lindo to Palo Blanco	Improve traffic signals – interconnect signals	2015	\$171,131	\$177,976	\$131,375	\$46,601
8	0086-01-077	US 83	IH 35 to SH 359	Improve traffic signals -	2015	\$174,922	\$181,919	\$153,625	\$28,294
8	0542-01-079	US 59	IH 35 to Arkansas	Improve traffic signals -	2015	\$140,963	\$146,602	\$123,750	\$22,852
8	2150-04-057	FM 1472	At Loop 20	Improve traffic signal, interconnect signals, and	2015	\$90,700	\$94,328	\$77,074	\$17,254
8	2150-04-060	FM 1472	Killam Industrial Blvd	Install raised median	2015	\$149,669	\$155,656	\$128,438	\$27,218
9	9	Alexander Hike and Bike Trail	Zacate Dam to Del Mar Blvd	Construct hike and bike trail	2015	\$986,078	\$1,025,521	\$1,025,521	\$0
10	0086-14-051	Loop 20	0.50 mi west of Milo interchange to 3000 feet east of Havana	Schematic, environmental, ROW-survey/mapping & PSE	2015	\$4,256,385	\$4,426,640	\$4,000,845	\$425,795
11	0922-00-060	VA	Districtwide	Upgrade bridge rail and MBGF	2015	\$3,059,036	\$3,181,397	\$2,500,000	\$681,397
12	0038-01-081	US 83	Cielito-Lindo Blvd (NB) to Espejo Molina Rd (NB)	Resurface of existing highway	2015	\$253,823	\$263,976	\$6,593,622	\$0
1,2M, 11	0086-14-066	Loop 20	0.45 m. east of Internation Blvd.to 0.25 m. west of Mcpherson	Construction of interchange	2016	\$21,059,119	\$22,777,543	\$583,634	\$22,193,909
9	E-01	Manadas Creek Hike and Bike Trail, Phase III	United High School to Loop 20	Construct hike and bike trail	2016	\$886,846	\$959,213	\$959,213	\$0
10	0086-14-058	Loop 20	East of International Blvd to US 59/Loop 20 interchange	Schematic, environmental, ROW-survey/mapping & PSE	2016	\$3,880,224	\$4,196,850	\$3,500,000	\$696,850
11	0922-00-056	VA	Districtwide	Upgrade bridge rail and MBGF	2016	\$3,089,177	\$3,341,254	\$2,500,000	\$841,254

Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost		Projected Revenue	
						Total Project Cost (in 2014 dollars)	Year of Expenditure Cost	Federal Revenue	Other Revenue(RMA and Local Sources)
Local	0922-33-165	Hachar Parkway	FM 1472 to 0.1 m. E. of Beltway Parkway	Schematic, environmental for 5.07 miles of 5 lane rural roadway	2016	\$1,016,063	\$1,016,063	\$0	\$1,016,562
10 (CBI)	0922-33-166	Hachar Parkway	0.1 m. E. of Beltway Parkway to IH 35	Schematic, environmental, and preliminary engineering for a 5 lane rural roadway.	2016	\$300,000	\$300,000	\$300,000	\$60,000
Prop 1 (Cat 2) and 7	2150-04-067	FM 1472 (Mines Rd.)	Killam Industrial Blvd to 0.3 miles north of Mueller Blvd.	Construct one additional northbound travel lane, and the design and partial reconstruction of the existing outside lane.	2016	\$5,782,000	\$5,782,000	\$1,300,000	\$0
2, 7, 12	1/0086-14-065	Loop 20	At IH 35	Construct overpass and approach roadways	2017	\$22,727,143	\$25,564,945	\$25,564,945	\$0
8	0922-33-152	McPherson Rd	At Calton Rd	Install raised median	2017	\$231,362	\$260,251	\$203,829	\$56,422
8	0922-33-153	McPherson Rd	At Del Mar Blvd	Install raised median and add right turn lane	2017	\$573,721	\$645,358	\$505,445	\$139,913
8	0922-33-154	McPherson Rd	At International Blvd	Install raised median	2017	\$347,446	\$390,830	\$306,098	\$84,732
9	E-02	Manadas Creek Hike and Bike Trail, Phase IV	McPherson Rd to North Central Park	Construct hike and bike trail	2017	\$335,305	\$377,172	\$377,172	\$0
11	0922-33-149	Chacon Creek	Eastwoods Park to US 59	Construction of a pedestrian trail at Chacon Creek in Laredo (Phase 3)	2017	\$1,786,746	\$2,009,846	\$1,410,000	\$599,846
9, local	0922-33-170	Zacated Creek Hike and Bike Trail	Zacate Creek	Design and construction of hike and bike trail.	2017	1,250,000*	\$1,416,278	\$1,000,000	\$250,000
7	0922-33-175	Hachar Parkway	FM 1472 to IH 35	PS&E and Row mapping for 5 lane rural road	2017	\$1,452,866	\$1,634,277	\$1,307,421	\$326,855
10-CBI	0922-14-081	IH 35	IH 35 and Loop 20	ITS for interchange facility over IH35	2017	\$924,556	\$1,040,000	\$800,000	\$240,000

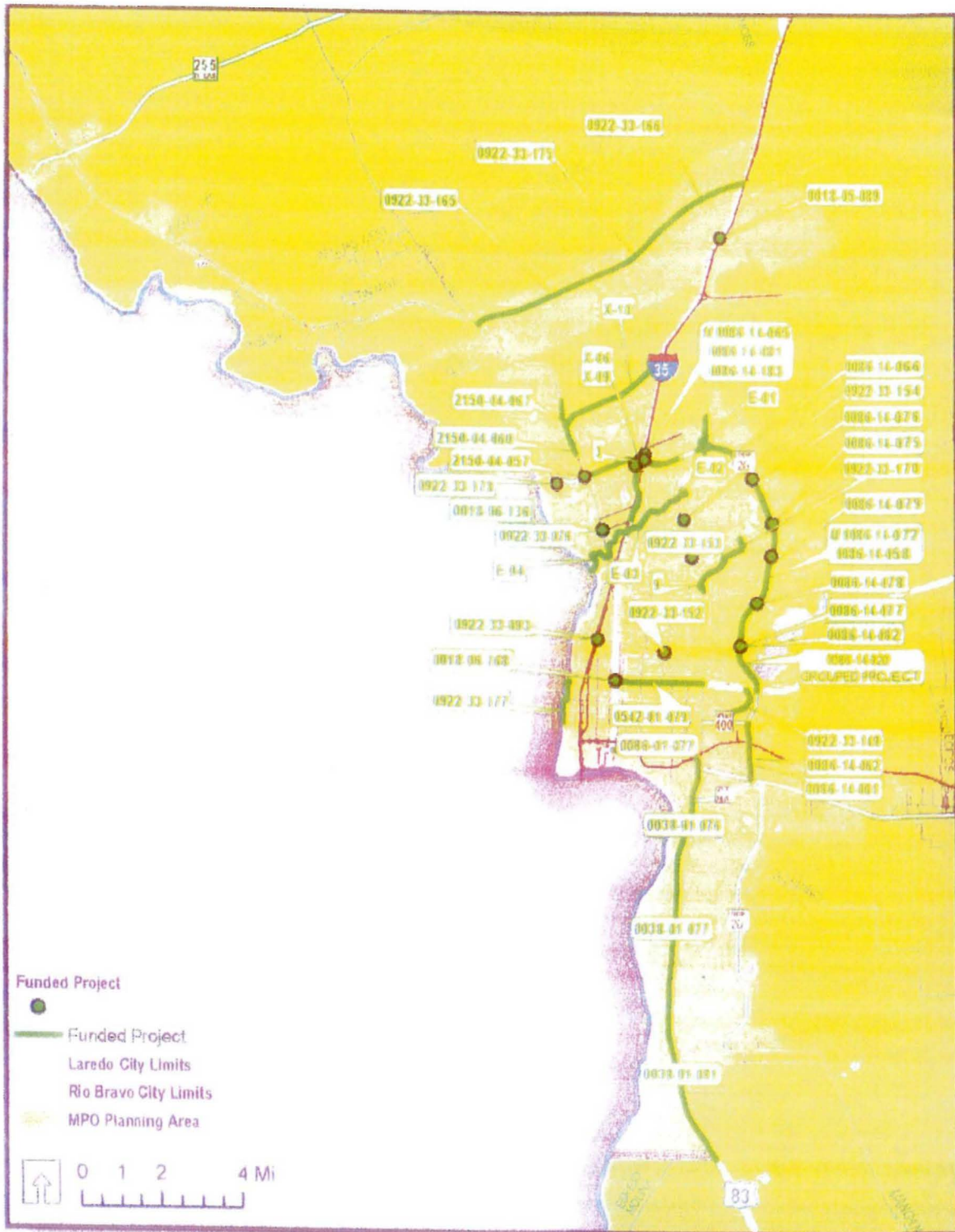
Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost		Projected Revenue	
						Total Project Cost (in 2014 dollars)	Year of Expenditure Cost	Federal Revenue	Other Revenue(RMA and Local Sources)
1, 2,4,12	0018-06-136	IH 35	Shiloh Dr. to .25 m N. of US 59/IH 69W	Widen mainlanes and construct overpass	2020	\$54,742,802	\$67,435,054	\$53,948,043	\$13,487,011
2,12	0086-14-078	US 59	.5 miles N of Jacaman to .5 miles S of Jacaman	Construct interchange	2021	\$19,962,291	\$22,438,723	\$17,950,979	\$4,487,744
7	0922-33-165	Hachar Parkway	FM 1472 to 0.1 m. E. of Beltway Parkway	Prel. Eng./Construction of 5.07 miles of 5 lane rural roadway	2021	\$26,077,429	\$32,339,796	\$25,871,837	\$6,467,959
10	0922-33-178	World Trade Bridge (Insp. Booths)	World Trade Bridge		2021	\$9,612,067	\$12,067,384	\$9,653,907	\$2,413,477
RMA (local)	X-10	Vallecillo Rd.	FM 1472 to IH 35	Schematic and environmental for construction of 5 lane roadway	2021	\$266,699	\$300,000	\$0	\$300,000
11	0922-00-955	VA	Districtwide	Upgrade bridge rail and MBGF	2021	\$3,089,178	\$4,065,147	\$2,500,000	\$1,565,147
9 TAP	0922-33-181	City Streets (CS)		ADA bus stops and bicycle plazas	2020	\$302,905	\$258,774	\$231,019	\$57,755
4	0018-05-089	IH 35	0.5 miles S. of Uniroyal Interchange to 1.0 N. of Uniroyal interchange	Replacement of existing bridge	2022	\$62,293,851	\$83,477,632	\$75,129,869	\$8,347,763
2	0086-14-075	US 59	0.5 mi. S. of Del Mar to 0.5 mi. N. of Del Mar	Construct interchange	2022	\$23,957,067	\$30,692,033	\$24,553,627	\$6,138,406
2	0086-14-079	US 59	0.5 mi. S. of University to 0.5 mi. N of University	construct grade separation	2022	\$16,750,065	\$21,458,953	\$17,167,162	\$4,291,791
11	0922-00-960	VA	Districtwide	Upgrade bridge rail and MBGF	2022	\$3,089,178	\$4,227,753	\$2,500,000	\$1,727,753
2	0086-14-076	US 59	0.5 mi. S. of Shiloh Rd to 0.5 mi. N. of Shiloh Rd.	Construct interchange	2022	\$21,372,487	\$27,380,859	\$21,904,688	\$5,476,172
11	0922-00-970	VA	Districtwide	Upgrade bridge rail and MBGF	2023	\$3,089,178	\$4,396,863	\$2,500,000	\$1,896,863
7	0922-33-166	Hachar Parkway	0.1 m. E. of Beltway Parkway to IH 35	Construction of 5 lane rural road	2023	\$24,190,742	\$34,430,969	\$17,152,535	\$17,278,434
2/Prop1	0086-14-077	US 59	International Airport	Construct interchange	2024	\$14,947,015	\$22,125,233	\$12,306,676	\$9,818,557

Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost		Projected Revenue	
						Total Project Cost (in 2014 dollars)	Year of Expenditure Cost	Federal Revenue	Other Revenue(RMA and Local Sources)
2, 7	3	Loop 20	At IH 35	Construct ramps from IH 35 southbound to Loop 20 eastbound, and from Loop 20 westbound to IH 35 southbound	2018	\$44,200,000	\$51,707,748	\$9,276,602	\$42,431,146
9	E-03	Manadas Creek Hike and Bike Trail, Phase V	IH 35 to McPherson Rd	Construct hike and bike trail	2018	\$654,910	\$766,152	\$766,152	\$0
9	E-04	Manadas Creek Hike and Bike Trail, Phase VI	Rio Grande River NW of water treatment plant	Construct hike and bike trail	2019	\$746,471	\$908,196	\$908,196	\$0
11	0922-00-951	VA	Districtwide	Upgrade bridge rail and MBGF	2019	\$3,089,178	\$3,758,457	\$2,500,000	\$1,258,457
4	0018-06-183	IH 35	.5 miles S. of US59-SL20 to .5 miles east of IH35/US59-SL20	Construct direct connector interchange (DC#5)	2020	\$30,412,668	\$34,637,499	\$31,173,749	\$3,463,750
10	0922-33-093	Calton Rd	Santa Maria Ave	Construct overpass	2020	\$18,464,190	\$21,249,609	\$11,499,829	\$9,749,780
10	0922-33-076	At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr		Re-align intersection	2020	\$2,761,130	\$1,987,857	\$1,098,378	\$889,479
9	0922-33-177 (prev. 0922-33-900)	MSC	Anna Park to LCC campus	River Vega Hike and Bike Trail	-2020	\$797,766	\$970,604	\$652,638	\$317,966
7, 10	4/0086-14-072	Loop 20	International Blvd to US 59	Upgrade to interstate standards	2020	\$101,058,139	\$175,000,000	\$6,897,669	\$168,102,331
11	0922-00-953	VA	Districtwide	Upgrade bridge rail and MBGF	2020	\$3,089,177	\$3,908,795	\$2,500,000	\$1,408,795
11	0018-06-198	IH 35	0.38m S. of US59/IH59 INT to 0.80 m N. of US59/IH59 INT	widen from 4 lanes to 6 lanes	2020	5,874,793*	\$5,622,994	\$4,498,395	\$1,124,599
11	2150-04-076	FM 1472	Big Bend Blvd. to Killam Industrial Blvd	widening of pavement to provide additional travel lane	2020	4,140,230*	\$3,529,909	\$2,823,927	\$705,982
11	0086-14-084	IH 69W	World Trade Bridge GSA Facility to IH 35	Widening of existing freeway to 6 lanes	2020	18,088,555*	\$17,311,349	\$13,849,079	\$3,462,270

Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost		Projected Revenue	
						Total Project Cost (in 2014 dollars)	Year of Expenditure Cost	Federal Revenue	Other Revenue (RMA and Local Sources)
7	X-06	IH 35	At Loop 20	Construct ramp from Loop 20 Westbound to IH 35	2037	\$35,520,000	\$87,546,696	\$7,454,863	\$80,091,833
7	X-09	IH 35	At Loop 20	Construct ramp from Loop 20 Eastbound to IH 35	2039	\$35,520,000	\$94,690,506	\$7,454,863	\$87,235,643
Total				Southbound		\$661,134,667	\$980,556,355	\$452,299,261	\$530,028,961

* in year indicated dollars

Figure 12-1. Roadway and Bicycle and Pedestrian Projects



RESOLUTION NO. MPO 2019-07

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

ADOPTING THE 2015-2040 METROPOLITAN TRANSPORTATION PLAN (MTP)

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

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

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

We certify that the above resolution was adopted on September 16, 2019, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

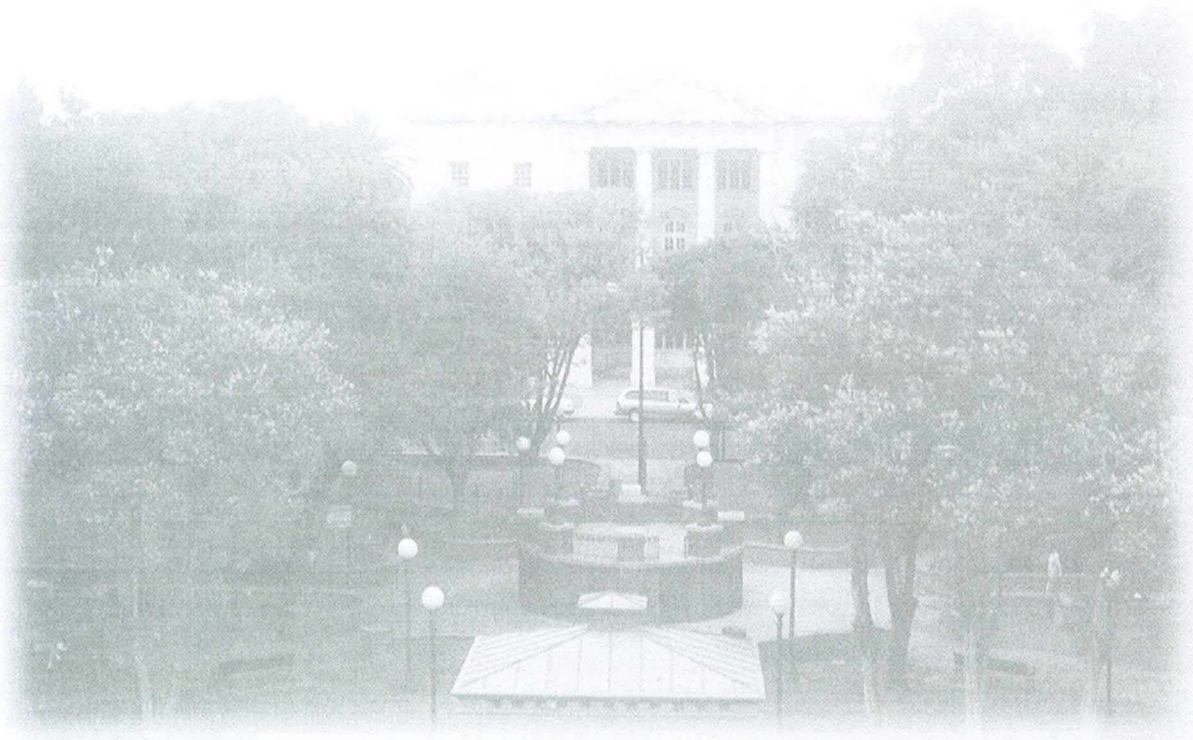
Honorable Pete Saenz
Mayor of Laredo and Chairperson of the
MPO Policy Committee

J. Kirby Snideman
MPO Director

Pete Alvarez
TxDOT, District Engineer

Attachment 1

CHAPTER 1
PLANNING CONTEXT



ATTACHMENT 1

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Introduction

A transportation system influences every aspect of a region's growth and prosperity because it acts as an important network, linking the various nodes of activity where people live, work, and play. Therefore, it is critical to plan a transportation network in a manner that provides for the safe, secure, efficient, and accessible mobility of people and goods. The **Laredo 2015-2040 Metropolitan Transportation Plan (MTP)** is the comprehensive, multimodal, and coordinated transportation plan for the Laredo metropolitan area. As such, the MTP seeks to promote strategies for operating, maintaining, managing, building, and financing the transportation network in order to advance the region's long-term goals and overall quality of life.

The MTP identifies policies, programs and projects for each mode of travel including roadways, public transit, bicycle, pedestrian facilities, aviation, rail, and freight movement that will be necessary to meet the region's transportation needs through the year 2040. Essentially, the MTP serves as a guide and blueprint for transportation improvements and investments in the Laredo region for the next 25 years

Within the Laredo MTP, current and future regional issues as well as existing transportation conditions are analyzed in order to prioritize future transportation programs and projects. Moreover, available financial resources and funds have also been identified in order to implement the programs and projects in the MTP.

The MTP was prepared by the Laredo Urban Transportation Study (LUTS), which acts as the Laredo Metropolitan Planning Organization (MPO), through a continuing, coordinating, and comprehensive effort that included input from a variety of stakeholders.

Laredo MPO

A Metropolitan Planning Organization (MPO) is a federally mandated entity responsible for coordinating transportation planning, policies, and programming in urbanized areas with populations of 50,000 or more. The existence of MPOs are required in order to ensure that federally funded transportation projects and programs are based on a continuing, cooperative, and comprehensive (3-C) planning process. The Laredo Urban Transportation Study (LUTS), also known as the Laredo Metropolitan Planning Organization, is the designated MPO for the Laredo region responsible for transportation planning in accordance with the federal metropolitan planning requirements.

LUTS is required to work cooperatively with federal, state, and local governments and local transportation service providers within the context of a well-defined metropolitan transportation planning process. LUTS does not lead the implementation of transportation projects, but rather serves as the venue for planning and programming for transportation improvements within the Laredo region. Furthermore, as required by federal legislation, LUTS must provide the public and interested parties with reasonable and meaningful opportunities to be involved in the transportation planning process.

MPO Planning Documents

In order to carry out its function as the coordinating agency for transportation planning, LUTS develops, implements, monitors, and updates a variety of transportation plans including the **Unified Planning Work Program (UPWP)**, the **Transportation Improvement Program (TIP)**, and this **Metropolitan Transportation Plan (MTP)**. The UPWP is essentially an annual work program and budget and identifies all activities to be undertaken by each member agency in a fiscal year. The TIP is the short-range program of transportation projects based on the long-range MTP and covers a period of four years. Finally, the MTP is the long-range, financially constrained transportation plan for the region covering a planning horizon of 25 years. According to federal law, all MTPs must be updated every four or five years. For the Laredo metropolitan area, the MTP must be updated every five years, because it is in attainment for certain air quality standards.

MPO Structure

LUTS is comprised of a policy committee, technical committee, and planning staff to support transportation planning activities. A set of by-laws, adopted in 1994 and subsequently revised in 1997, 2000, and 2007, and 2015, establishes the structure and representation of the MPO. The Policy Committee, comprised of representatives from the city, county, and state, and transit provider, has the decision-making authority and is responsible for overseeing transportation planning efforts. The Technical Committee, comprised of representatives from the same entities plus those from school districts and the private sector, serves in an advisory role to the Policy Committee and is responsible for professional and technical review of work programs, policy recommendations, and transportation planning activities. City of Laredo Planning Department staff supports the efforts of both committees in transportation planning and works in cooperation with the Texas Department of Transportation (TxDOT) and other entities to carry out various planning tasks.

Comment [JSP1]: This section slightly updated to reference updated MPO structure and participants from 2015.



Legislative Mandates

In the mid-twentieth century, transportation planning was primarily focused on highway building and expansion to accommodate the increased use of automobiles. Through the decades, the focus has shifted to establishing a multimodal transportation system including roadways, public transit, and bicycling and pedestrian facilities. As a result, more recent transportation laws, regulations, and policies have encouraged the development of a multimodal transportation planning process. In recent decades, metropolitan transportation planning has been shaped and defined by three-four successive significant federal acts: the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the 1998 Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, the Moving Ahead for Progress in the 21st Century Act (MAP-21), and current authorization, the Fixing America's Surface Transportation Act (FAST Act), from 2015.

ISTEA, signed into law on December 18, 1991, is heralded as the first piece of federal transportation legislation intended to define the federally aided transportation program in the post-Interstate Highway System era. This landmark transportation act diverged from traditional transportation planning requirements and advocated for a collaborative, integrated, and multimodal approach to transportation planning and funding. Further, it gave more powers to MPOs, provided for more flexible funding strategies, and required the consideration of many planning factors that addressed such societal issues as energy conservation, economic development, and system preservation.

TEA-21 was enacted June 9, 1998 and authorized the federal surface transportation programs and funding from 1998 to 2003. TEA-21 continued many of the planning

MPO Technical Committee

City of Laredo

- City Bridge Director
- City Engineering Director
- City Planning Director
- City Traffic Safety Director
- El Metro General Manager
- Laredo International Airport Director
- Laredo Independent School District
- United Independent School District

Webb County

- County Engineering Director
- County Planning Director
- County Rural Transit Director
- South Texas Economic Development Representative

Texas Department of Transportation

- TxDOT Laredo District Transportation Planning and Development Director/Representative
- TxDOT Laredo District Planning Coordinator (Vice-Chair)
- TxDOT Laredo District Laredo Area Engineer
- TxDOT Funding/Safety Administrator
- TxDOT Transportation Planning and Programming Staff Member

Federal Highway Administration

- FHWA Planning Engineer

Private Sector

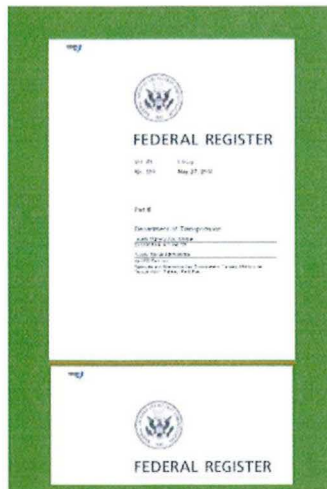
- Kansas City Southern Railroad
- Union Pacific Railroad
- Transportation Service Providers
- Laredo Independent School District Representative
- United Independent School District Representative
- Texas A&M International University (TAMU) Representative
- Laredo Community College (LCC)

Comment [JSP2]: This section has been updated to include FAST Act and to streamline discussion of MAP-21 with new federal transportation that has been passed.

requirements of ISTEA and emphasized a total of seven planning factors for metropolitan and statewide transportation planning. As with ISTEA, there was a continued focus on public involvement in the planning process, but with an increased emphasis on including such stakeholders as transit operators and freight suppliers, as well as including traditionally underserved populations such as minorities and low-income groups. Additionally, there was added focus on environmental issues and an integration of environmental process requirements.

The surface transportation program legislative act, **SAFETEA-LU**, was signed into law on August 10, 2005, and authorized the federal surface transportation programs and funding from 2005 to 2009. The \$286 billion legislation represented the largest surface transportation investment in our country's history. SAFETEA-LU addresses several challenges prevalent in transportation today including improving safety and security, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, heightening public participation, and protecting the environment. The extensions of SAFETY-LU made the original act continue and covered the time period from 2009 to 2012.

MAP-21 was signed into law on July 6, 2012 and provided funding for surface transportation programs at over \$105 billion for the years 2013 and 2014. It provides needed funds and is the first multi-year transportation authorization enacted since 2005. It provides funding for surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014. An important feature of this bill is the establishment of a performance- and outcome-based program. The purpose is that states will invest resources in projects that collectively will make progress toward the achievement of the national goals. In addition to introducing performance measures, MAP-21 set the course for investment in highways, created jobs and supported economic growth, supported the USDOT's aggressive safety agenda, streamlined federal highway transportation programs, accelerated project delivery, and promoted innovation. The seven national performance goals for Federal-aid highway programs are the following.



Safety – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads

Infrastructure condition – To maintain the highway infrastructure asset system in a state of good repair

Congestion reduction – To achieve a significant reduction in congestion on the National Highway System

System reliability – To improve the efficiency of the surface transportation system

Freight movement and economic vitality – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development

Environmental sustainability – To enhance the performance of the transportation system while protecting and enhancing the natural environment

Reduced project delivery delays – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

The performance measures should be established in the following areas:

Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)

Performance of the Interstate System and the remainder of the NHS

Bridge condition on the NHS

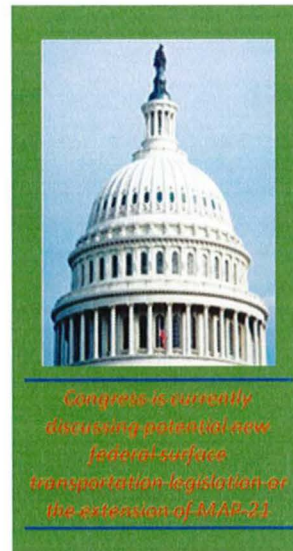
Fatalities and serious injuries—both number and rate per vehicle mile traveled—on all public roads

Traffic congestion

On-road mobile source emissions

Freight movement on the Interstate System

MAP-21, ~~was~~ built on the foundations of previous transportation bills, ~~and provides~~ provided the primary authoritative direction for the development of the 2040 Laredo MTP and overall metropolitan transportation planning process. ~~MAP-21 encourages scenario planning efforts as MPOs prepare the long-range metropolitan transportation plans to consider alternative demographic growth, revenue options, and other factors. Requirements for statewide and metropolitan long-range plans and short-term transportation improvement programs continue under MAP-21, including the eight planning factors required by SAFETEA-LU to be considered in the planning process. Yet the long-range plans should incorporate performance measures used in assessing system performance and progress.~~



At the time of this plan's development, MAP-21 was current transportation bill funding surface transportation in the country. Since the adoption of this plan, at the FAST Act, which is the successor transportation authorization bill, has been enacted. This plan has been subsequently updated in 2018 to be compliant for compliance with the new federal transportation bill FAST Act requirements.

The latest surface transportation program legislative act, the FAST Act, was signed into law on December 4, 2015. Funding surface transportation programs at over \$305 billion for fiscal years (FY) 2016 through 2020, the FAST Act is the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act focuses on safety, maintains the established structure of various programs related to highways, continues efforts to streamline project delivery, and provides a dedicated federal funding source for freight projects.

The information in this section is provided to acknowledge the existence of FAST Act and to note its implications for transportation planning. It is also important to note that the emergence of the FAST Act does not represent an abandonment of the programs and planning requirements established under MAP-21, the previous federal transportation bill. In fact, FAST Act builds on the program structure and reforms introduced by MAP-21. MAP-21 introduced critical changes to the planning process by linking investment priorities to the

achievement of established performance targets in key areas such as safety, infrastructure condition, congestion, system reliability, emissions, and freight movement. The FAST Act maintains the provisions from MAP-21 with minor revisions. The most significant changes are described below.

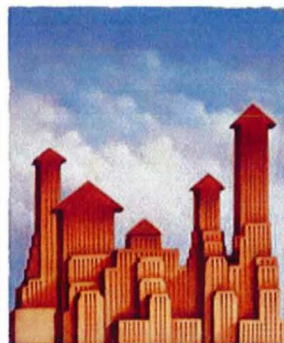
- MPO officials representing transit providers are granted equal authority to that of other MPO officials. A representative of a transit provider is permitted to also represent a local community.
- MPOs are encouraged to consult with officials responsible for tourism and natural disaster risk reduction when developing MTPs and TIPs.
- The MTP must assess capital investment and other strategies that reduce vulnerability of the existing transportation infrastructure to natural disasters.
- The scope of the metropolitan planning process is expanded to include improving transportation system resiliency and reliability, reducing or mitigating stormwater impacts of surface transportation, and enhancing travel and tourism.
- The MTP must include consideration of the role that intercity buses serve in reducing congestion, pollution, and energy consumption.
- Ports and private providers of transportation (including intercity bus operators and employer-based commuting programs) shall be offered the opportunity to comment on the MTP.
- ~~The MTP must assess capital investment and other strategies that reduce vulnerability of the existing transportation infrastructure to natural disasters.~~

During the time of the development and adoption of the 2040 MTP, the current transportation funding bill was MAP-21. The plan was developed in compliance with all federal regulations of the time. With the passage of the FAST Act, MPOs have been required to address the new federal requirements introduced by this bill. The standing 2040 MTP meets many of these new requirements and required minor revisions and additions to meet compliance with the FAST Act.

Transportation Planning Factors

On ~~February 14, 2007~~ May 27, 2016, the U.S. Department of Transportation promulgated the Final Rule on Statewide and Metropolitan Transportation Planning. Within 23 CFR § 450.306, a series of ~~eight~~ eleven planning factors are identified and required to be considered in the metropolitan transportation planning process. The MPO's approach to these planning factors is as follows.

1. Economic Vitality: The transportation network provides the region with access to jobs, shopping, education, and recreational activities. It also enables inter-regional travel and affects freight movement and international trade. Therefore, the transportation network must be planned for in such a way as to maintain mobility and increase system efficiency. The MTP provides recommendations for projects and strategies that should relieve congestion on key transportation corridors that provide access to primary activity centers such as jobs, schools, shopping, and



Comment [JSP3]: Section has been updated to include additional planning factors added as part of the FAST Act.

other recreational activities. Further, improvements to infrastructure supporting freight movement and air travel are also considered in the MTP in order to increase regional and global competitiveness.

2. Safety: Motorized and non-motorized users of the transportation system expect and deserve a safe experience while travelling. As such, the Laredo MPO has developed this plan with safety considerations forefront in mind. Strategies to improve safety include developing transportation system management techniques such as access management, system expansion projects within congested corridors to increase capacity, designing new facilities to meet current design standards, and reducing the number of at-grade intersections – especially for rail and vehicular traffic.



3. Security: In a post 9/11 and Katrina nation, concerns for security have gained more prominence in transportation planning. As a major international gateway, serious consideration has been given to possible threats, both natural and man-made, while developing this plan.

4. Accessibility and Mobility: Improving the mobility of both people and freight is a key objective of the Laredo MPO. By adding new transit centers, constructing new interchanges,

building bikeways, planning for new freight railroad facilities and a new international border crossing, the MPO is performing the proper planning and making the necessary investments to increase the accessibility and mobility of both people and goods.

5. Environment, energy conservation, planned growth: People are increasingly more conscious of their actions on the environment, making sure natural resources can sufficiently meet today's needs and those of future generations. As such, new technologies and alternative energy sources are becoming increasingly sought after. As growth and development occurs, the amount of travel increases, which in turn, leads to increased congestion, poorer air quality, and wasted fuel.



Therefore, the MPO encourages smarter growth supported by sounder transportation investments in order to improve the quality of life for all residents in the Laredo region.

6. Modal Integration and Connectivity: The Laredo 2015-2040 MTP includes projects that support a balanced, multimodal system. Specifically, the MPO is investing in new transit centers, additional bike paths, and strategic additions to the roadway system, all of which promote better integration of modes and enhance system connectivity.



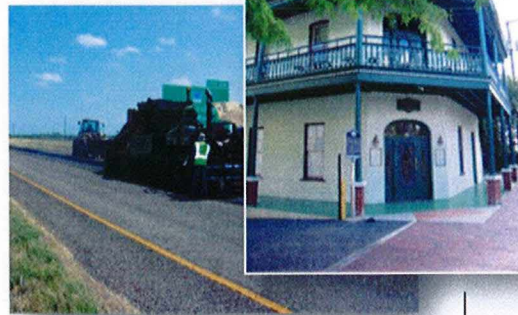
7. System Management and Operation:

Getting the most out of the existing transportation infrastructure is a key goal of the Laredo MPO. By investing resources in ITS solutions, improving access management along existing roadways, and improving existing intersections and interchanges, the existing system can perform more efficiently.

Moreover, by encouraging non-

automobile methods of travel, the burden on the existing roadway system can be reduced.

8. System Preservation: While growth in the region certainly calls for increased transportation capacity, it is just as important to maintain the existing infrastructure in a state of good repair. As such, the Laredo MPO has dedicated 42% of available highway funding in this MTP to system preservation efforts.



9. Resiliency and Reliability: The ability to effectively manage, operate, and maintain a safe and reliable transportation system under disruptive circumstances has become increasingly important. Resiliency and reliability involve several components including emergency response, redundancy in the transportation system to ensure mobility, travel demand management, and reducing vulnerability of the transportation system during extreme weather events. The City of Laredo's Pre-Disaster Mitigation Plan serves as a blueprint for the prevention of hazards and emergency situations by developing strategies for resistance to disasters. The 2040 MTP provides an overview of security, safety, and resiliency related issues and ongoing efforts that are coordinated and considered in the MTP process to protect the transportation network, infrastructure, users of the transportation system, modes of travel, and transport of goods in the Laredo region.

10. Stormwater Mitigation: As the Laredo MPO area continues to grow, transportation infrastructure will must keep pace with development. An increase in transportation infrastructure is an increase in impervious surface cover across the region. Reducing or mitigating the impacts stormwater from the impervious surfaces is needed to protect and enhance both the built and natural environments. This 2040 MTP includes a discussion on potential environmental mitigation activities that might be needed in implementing transportation infrastructure.

11. Travel and Tourism: Travel and tourism is essential to the economic vitality of the region. Investments in improvements that enhance travel and tourism will support economic growth by resulting in a more efficient movement of people and goods. This 2040 MTP provides recommendations for projects to preserve, protect, and improve access to these community assets that serve as popular destinations for both residents and visitors.

Additional Transportation Planning Factors

In addition to these federally mandated planning factors, the Laredo MPO has formally considered two additional factors in developing this MTP.



12. 9-Stewardship of financial resources: It is essential that public dollars are spent in the best way possible. Because of this, it is important to prioritize projects and programs that most effectively and efficiently address the region’s transportation needs. The Laredo MPO has taken this role seriously and has developed an MTP that strikes the proper balance between preserving the

existing transportation infrastructure and expanding its capacity to accommodate future growth.

1310. Consideration of all groups of people:

As with any public asset, it is important to ensure that all transportation resources and benefits are fairly distributed to all people, regardless of race, national origin, or income. This is especially important for minority, low-income, elderly, disabled, and other such historically underserved populations. The MPO has tried to maintain a level of social and geographic equity in the selection of its regional transportation investments.



Development and Content of the Metropolitan Transportation Plan

Within 23 CFR § 450.322324, specific requirements of the metropolitan transportation planning process and content of the MTP are outlined. The approach of the Laredo MPO to address these requirements is included in

- Comment [JSP4]:** Updated table to reflect specific requirements of MPO planning process under FAST Act regulations.
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Table 1-1: MTP Content Requirements

Content Requirement	Required Content in Laredo MTP
The transportation planning process shall address at least a 20-year planning horizon	This plan has a 26 year planning horizon, covering the years from 2015 to 2040.
The transportation plan shall include both long-range and short-range strategies that lead to an integrated multimodal transportation system	The long-range MTP includes specific projects and strategies for all transportation modes, including roads, transit, bicycle/pedestrian facilities, aviation, rail, and intermodal facilities. Further, the needs of freight transportation have also been considered. The MTP categorizes projects as short-term (2015-2024) and long-term (2025-2040). In addition, the MTP includes illustrative projects that are beyond the financial capacity of the MTP. These projects are considered to be very long-term (beyond 2040). Should additional funding become available, it is expected that some of these projects would be moved to the long-term horizon.
The MPO shall review and update the transportation plan at least every four years in nonattainment areas and maintenance areas and at least every five years in attainment areas	Because the Laredo metropolitan planning area is considered to be in attainment for ozone or carbon monoxide, the plan is on a five year update cycle. This MTP reflects a completely new, updated plan that supersedes the previous plan which was approved in December of 2009, and subsequently updated in 2011, 2012, and 2013. The next MTP update is expected to occur in 2019.
In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the transportation plan with the Transportation Control Measures (TCMs) in the State Implementation Plan (SIP)	The Laredo metropolitan planning area is considered in attainment for ozone and carbon monoxide; therefore this requirement is not applicable.
The MPO shall base updates on the latest available estimates for population, land use, travel, employment, congestion, and economic activity	The 2040 Laredo MTP is based on the most recent available set of socioeconomic and transportation planning data. Specifically, the most recent existing land use data was utilized. In addition, up to date population and employment data was developed for the regional travel demand model. Finally, the future year socioeconomic data was developed to account for currently planned developments as well as areas of the region most suitable for growth. Additional details of the development of these data can be found in Chapter 3.
The transportation plan shall include current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan	As part of the transportation planning process, the MTP project development team updated the regional travel model, which was used to predict future vehicular travel in 2040. In addition, the MTP includes an analysis of projected freight movement through the region.
The transportation plan shall include existing and proposed transportation facilities that should function as an integrated system	Chapter 5 through 9 of the MTP includes a thorough discussion of the existing transportation system, while Chapter 12 includes a list of planned projects that will shape the future transportation system. Roadway, transit, bicycle, pedestrian, aviation, rail, and freight movement are also addressed within the MTP.

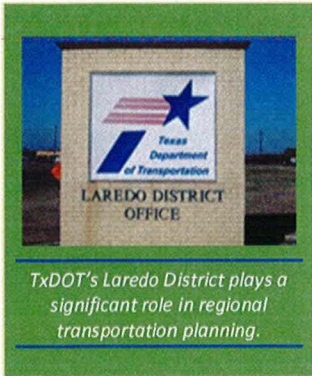
Content Requirement	Required Content in Laredo MTP
<p><u>The transportation plan shall include a description of the performance measures and targets, with a system performance report evaluating MPO progress in meeting performance targets</u></p>	<p><u>The federal performance areas and associated performance measures for the Laredo MPO are discussed in Chapter 1. Monitoring and management of performance measures are discussed in Chapter 13.</u></p>
<p>The transportation plan shall include operational and management strategies to improve the performance of existing transportation facilities</p>	<p>In Chapter 5 through 9, the MTP addresses operational and management strategies to improve the performance of the existing system in order to relieve congestion and enhance the safety and mobility of people and goods in the Laredo region.</p>
<p>The transportation plan shall consider the results of the congestion management process in TMAs</p>	<p>Chapter 10 and Chapter 12 discuss the summary of the congestion management process adopted by the MPO and how the CMP will be incorporated into the MTP development.</p>
<p>The transportation plan shall include an assessment of capital investment and other strategies to preserve the existing system and provide for multimodal capacity increases <u>and reduce vulnerability to natural disasters</u></p>	<p>The MTP addresses capital investment strategies to preserve existing transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs. In particular, Chapter 12 outlines capacity enhancing projects for various modes of transportation.</p>
<p><u>The transportation plan shall include transportation and transit enhancement activities, including consideration for intercity buses</u></p>	<p><u>The MTP includes a list of transportation enhancement projects in Chapter 12.</u></p>
<p>The transportation plan shall include descriptions of all existing and proposed transportation facilities in sufficient detail for conformity determinations. In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates</p>	<p>The MTP project development team worked closely with project proponents to sufficiently define the scope of all projects to develop reasonable cost estimates. The MTP projects listed in Chapter 12 present both project descriptions and cost estimates.</p>
<p>The transportation plan shall include a discussion of potential environmental mitigation activities to restore and maintain environmental functions affected by the transportation plan</p>	<p>In Chapter 13, the MTP includes a discussion of the environmental impacts of the transportation plan and potential mitigation efforts. In addition, various stakeholders were invited to a roundtable discussion to address such environmental impacts and mitigation efforts.</p>
<p>The transportation plan shall include pedestrian walkway and bicycle transportation facilities</p>	<p>The MTP recognizes the importance of providing sufficient pedestrian and bicycle facilities. The existing and proposed Chacon Creek and Manadas hike and bike trails are significant facilities to support non-motorized travel options.</p>

Content Requirement	Required Content in Laredo MTP
<p>The transportation plan shall include transportation and transit enhancement activities</p>	<p>The MTP includes a list of transportation enhancement projects in Chapter 12.</p>
<p>The transportation plan shall include a financial plan that demonstrates how the adopted transportation plan can be implemented and that meets several requirements as outlined in 23 CFR § 450.322</p>	<p>A financially constrained plan with costs and revenues in year of expenditure dollars is presented in Chapter 12. Only reasonably available funding sources were considered. The MTP was developed cooperatively with TxDOT, the City of Laredo, Webb County, and El Metro.</p>
<p>The metropolitan planning organization shall consult with state and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation regarding development of the transportation plan</p>	<p>The Laredo MPO's public participation plan calls for involving all stakeholders in the development of the MTP, including the agencies with an interest in the areas of land use management, environmental resources, environmental protection, conservation, and historic preservation. Moreover, representatives of such entities were invited to participate in a series of roundtable discussions. In addition, historic and regional conditions were inventoried and are reflected in Chapter 2. Finally, the Texas Commission on Environmental Quality, the Texas Historical Commission, and the Texas Soil and Water Conservation Board were invited to comment on the plan.</p>
<p>The transportation plan shall include a safety element that incorporates or summarizes the priorities, goals, countermeasures, or projects should integrate priorities, goals, countermeasures, or projects contained in the Highway Safety Improvement Program as well as emergency relief and disaster preparedness plans and strategies and policies that support homeland security and safeguard the personal security of all motorized and non-motorized users</p>	<p>The MPO recognizes the importance of providing a safe and secure transportation system, and Chapter 11 is dedicated to these issues. In addition, several transportation projects included in the plan explicitly address safety and security issues.</p>
<p>The MPO shall provide interested parties with a reasonable opportunity to comment on the transportation plan</p>	<p>The Laredo MPO strictly adheres to its public participation plan and has provided all interested parties (including citizens, public agencies, freight shippers, freight carriers, representatives of users of pedestrian walkways and bicycle facilities, representatives of the disabled, and others) with extensive opportunity and ample time to comment on all aspects of the MTP. The process by which the MTP was developed is presented later in this chapter and included substantial and proactive public outreach efforts.</p>
<p>The MTP shall be published or otherwise made readily available for public review</p>	<p>The Laredo MTP is made available for public review through both printed copies available at the MPO offices and electronically accessible formats through the MPO's website: www.ci.laredo.tx.us/city-planning/Departments/MPO/index.html. In addition, the draft document was made available for public review at the Laredo City Planning office for a 30-day period between November x and December x, 2014.</p>

Content Requirement	Required Content in Laredo MTP
The MPO shall not be required to select any project from the illustrative list of additional projects included in the financial plan	Although an illustrative list of additional projects is included in the MTP, the MPO acknowledges that it will not be required to select any from that list.
In nonattainment and maintenance areas for transportation-related pollutants, the MPO must make a conformity determination on any updated or amended transportation plan in accordance with transportation conformity regulations	The Laredo metropolitan planning area is considered in attainment for ozone and carbon monoxide; therefore this requirement is not applicable.

Consistency with State Plans

The Texas Department of Transportation (TxDOT) is responsible for planning, designing, building, operating, and maintaining the state’s transportation system, in cooperation with local and regional entities. Within TxDOT, there are 25 district offices that oversee the agency’s responsibilities in each district area as well as 22 divisions and 12 offices located in Austin, which serve in an administrative and technical capacity for the district offices. TxDOT is governed by the Texas Transportation Commission, which is a five-member commission appointed by the governor with the advice and consent of the Texas Senate.



Comment [JSP5]: Additional, more recent statewide plans have been added to this section.

The TxDOT Laredo District Office works in cooperation with LUTS to carry out transportation planning tasks and activities in the Laredo MPO region. In addition, it oversees the implementation of transportation projects throughout an eight-county area in south Texas.

The following statewide plans have been identified as pertinent to the metropolitan transportation planning process:

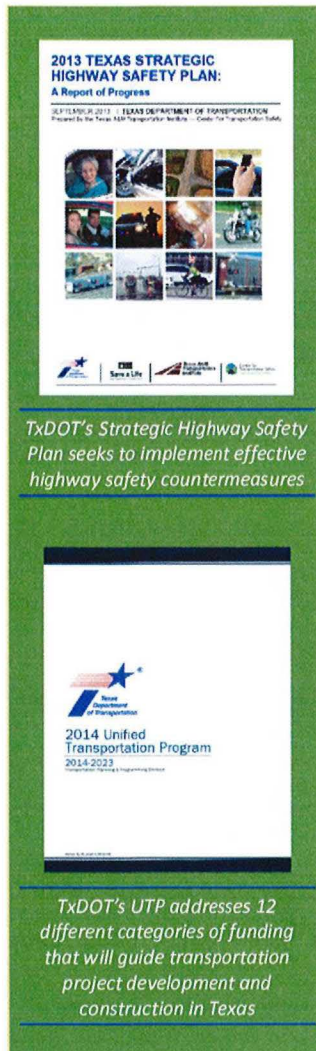
Strategic Plan (2013-2017/2017-2021) – This document is an overarching policy statement designed to provide a framework for taking action within TxDOT. It addresses strategies and tactics that are necessary in order for TxDOT to fulfill its mission and goals over five years (2013-2017/2017-2021) and establishes performance measures to monitor its progress.

Texas Strategic Highway Safety Plan (SHSP) – In 2006, TxDOT led the effort to create the first SHSP for Texas. This document seeks to implement effective highway safety countermeasures and change the current driving culture in order to reduce the human and societal costs of motor vehicle traffic crashes, deaths, and injuries on public roads. The most recent update of SHSP is the 2013 2017 version. In 2018, TxDOT adopted 5 safety performance measures which will be discussed later on in this chapter.

Report on Texas Bridges (as of September 2012/2016) – This document describes the conditions of publicly owned vehicular bridges and tracks the progress that TxDOT has made towards its goals of improving bridge conditions. It also outlines a plan to improve Texas bridges and meet TxDOT's goals.

Unified Transportation Program (UTP) – This document is a 10-year plan approved by the Texas Transportation Commission and addresses 12 different categories of funding that will guide transportation project development and construction in the state of Texas. The current version is 2014-2023/2018-2027. The UTP is further divided into two documents; the Statewide Mobility Program (STP) and the Statewide Preservation Program (SPP). It represents a medium-range planning document that should be consistent with MTPs across the state.

Texas Freight Mobility Plan – The FAST Act requires each state to develop a freight plan that comprehensively addresses short- and long-term freight planning activities and investments. The 2017 Texas Freight Mobility Plan establishes goals and strategies to guide investment decisions and prioritize projects that align with the state's transportation and economic development goals. The plan serves as a guide that outlines priorities for freight investments, identifies facilities that are critical for economic growth and the movement of goods, strategizes for enhanced economic growth and competitiveness, expands freight policies, ensures consistency with neighboring states and federal goals and objects, and provides a realistic implementation plan.



Other Related Plans and Studies

The Laredo 2015-2040 MTP is the most current transportation plan for the Laredo area. As with most planning documents, it both builds upon and incorporates the ideas, issues, and recommendations of past and current planning efforts. The following plans and studies served as valuable inputs into the development of the MTP.

Border Crossing Travel Time Study: This 2008 study was developed for the TxDOT Transportation Planning and Programming Division (TPP) in order to evaluate short-term improvement options for passenger and freight flow on roadways within the surrounding area of each international border crossing within TxDOT's Laredo District.

Laredo Transit Development Plan: A five-year plan examining policies, operations, capital issues, and funding with El Metro Transit's fixed route and paratransit services was completed in 2016. This plan supports the transit element of the MTP with recommendations for projects funding bus replacements, operational costs, updated routes, bus-only lanes and bus queue jumper lanes, and the development of transit centers and maintenance facilities.

Laredo District Border Master Plan: This 2012 Plan is defined and supported by the U.S./Mexico Joint Working Committee on Transportation Planning and Programming, the Federal Highway Administration and the U.S. Department of State. The purpose of this long range plan is to inventory transportation and port of entry (POE) infrastructure that promote trade, and prioritize planned transportation and POE projects in the Laredo district.

Bus Rapid Transit Feasibility Study: This 2011 study for the Laredo MPO assessed the feasibility for Bus Rapid Transit (BRT) service in the Laredo region and developed implementing strategies. After exploring different potential BRT scenarios, several BRT routes were recommended.

City of Laredo Downtown Signalization Report: This study was prepared for the Laredo MPO in April of 2008 in order to evaluate traffic conditions in the city's downtown street network and determine the feasibility of coordinated timing plans for 70 intersections in the downtown area.

Comprehensive Plan of Laredo, Texas: This plan was adopted in August 1991 by the City of Laredo and last amended in 2011. It provides a basis and vision for a coordinated planning approach in managing the city's future growth.

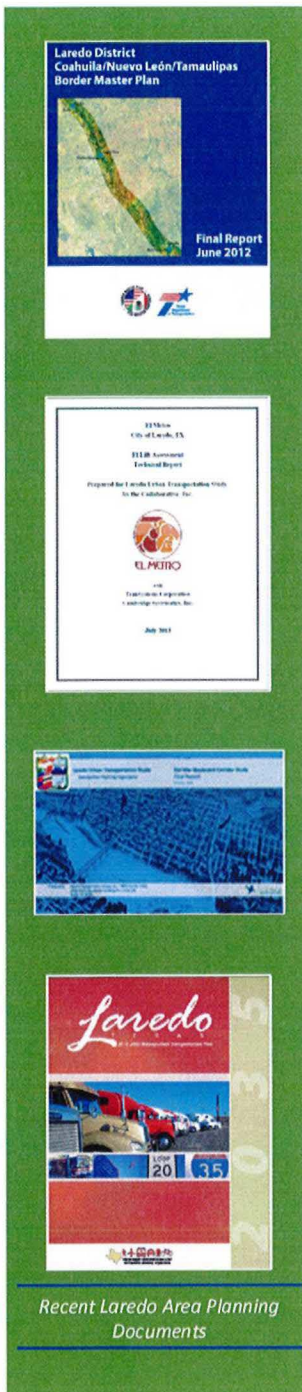
Congestion Management Process: This 2014 report documents the implementation of the congestion management process mandated by federal rules.

Del Mar Corridor Study: The study was published in 2011, prepared for the LUTS. It assesses the Del Mar Boulevard corridor from Santa Maria Avenue to just east of Loop 20 and identified mobility improvements. Recommendations were developed to meet corridor measures of effectiveness and address identified stakeholder concerns.

El Lift Assessment Technical Report: This 2013 report evaluates El Metro's ADA complementary paratransit service and assists with the development of the ADA Plan Update. Recommendations were given to improve operations and service of the paratransit service.

Historic Urban Design Guidelines: This 1997 report was produced for the City of Laredo in order to provide guidance for the historic preservation and development of the city's historic districts.

Laredo International Airport Master Plan Study Update: This 2014 study evaluated current airport conditions and future development scenarios and provides a basis for planning and



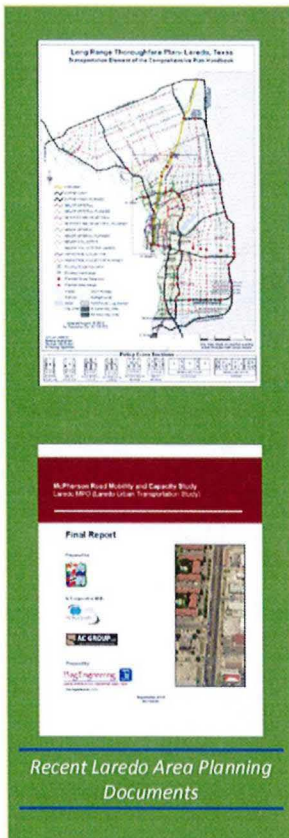
continued development decisions.

Laredo Metropolitan Transportation Plan 2010-2035: Prepared in 2009 and routinely modified to reflect additional federal reporting requirements and refined priorities, the 2010-2035 plan has served as the long-range transportation plan for the Laredo MPO for the past five years. It is replaced by this plan.

Laredo Traffic Calming and Access Management Workshop Report: This 2008 report was prepared for the Laredo MPO and analyzes workshop findings and next steps for using traffic calming and access management strategies for improving traffic operations.

Long Range Thoroughfare Plan: This plan, developed by the City of Laredo and recently updated in 2013, provides a basis for establishing a hierarchical street network that takes into account current and future land use patterns and represents the ultimate build-out of the city's major roadway network.

McPherson Road Mobility and Capacity Study: This 2010 study was prepared for the Laredo MPO and evaluates existing and projected traffic conditions on McPherson Road between Loop 20 and US 59 to develop recommendations for mobility improvements.



Public Participation Plan: ~~Developed~~ **Updated** by the Laredo MPO **in 2017**, this document serves as the plan for involving all citizens and transportation stakeholders in the public involvement process for metropolitan transportation planning.

South Texas Planning Region Public Transportation Coordination Plan: Originally developed in December of 2006 for the South Texas Development Council Economic Development Program and then subsequently updated in July of 2008, this plan establishes a basis for a coordinated human service transportation network in the South Texas Planning Region.

Texas Urban Mobility Plan (TUMP): Prepared by the Laredo MPO in cooperation with TxDOT, the purpose of this plan was to go beyond the MTP and focus on all transportation needs necessary to reduce congestion and improve mobility, regardless of funding availability.

Limited English Proficiency Plan:

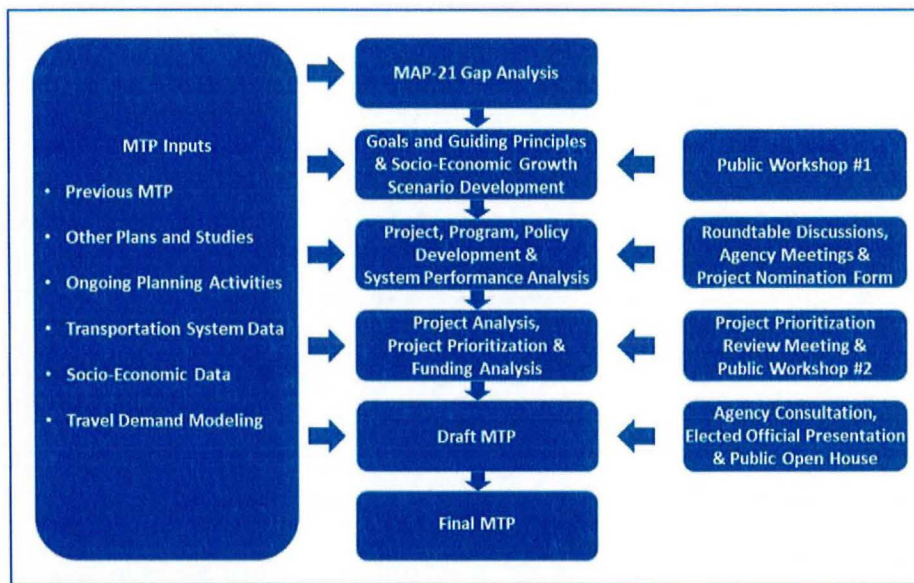
In accordance with the Title VI of the Civil Rights Act of 1964, the Laredo MPO adopted the Limited English Proficiency Plan in 2016 to address the responsibilities of the MPO as a recipient of federal assistance as they relate to the needs of individuals with limited English proficiency skills. The plan helps to identify reasonable steps for providing language assistance to persons with limited English proficiency who wish to access services provided.

MTP Development Process

The **Laredo 2015-2040 Metropolitan Transportation Plan** was developed as a by-product of a continuous, comprehensive, and cooperative transportation planning process. The **2015-2040 MTP** was developed over a two-year period and involved city, county, state, and federal agencies, the business community, community advocates, and other interested stakeholders.

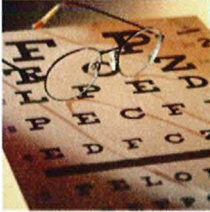
A traditional planning process of defining goals and objectives, assessing existing conditions, predicting future needs, developing, evaluating, and prioritizing investments, and formulating funding strategies was used to develop this plan. [Figure 1-1 shows the flow of inputs, analysis, and public participation involved in the development of the 2040 MTP.](#) [While the MTP was developed under the provisions of MAP-21 as noted in the flowchart, due to the signing of the FAST Act in 2015, this MTP was revised in 2018 for compliance with new provisions from the bill.](#)

Figure 1-1: MTP Development Flow Chart



Vision and Guiding Principles

Because the MPO has engaged in a well-founded continuous transportation planning process, the overarching vision and guiding principles of this plan reflect those of the previously adopted plan.



MPO VISION

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

Guiding Principles

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

Performance Measures

The development and implementation of performance measures for MPOs serves as a means to assess how the transportation system and/or the MPO is functioning and operating. Performance measures can inform the decision-making process and improve accountability for the efficient and effective implementation of programs and projects. Performance measures serve the following functions for the Laredo MPO:

- During the **Plan Development** process, performance measures provide a framework to benchmark performance and the effects of alternatives. This data can help inform decision-making between trade-offs and help communicate the anticipated ~~imapct~~ impacts of different investment strategies.
- Performance measures support **Plan Implementation** by emphasizing the Laredo MPO guiding principles and integrating them into budgeting, program structure, project selection, and implementation policies.

Comment [JSP6]: Section on performance measures added as per requirements under the FAST Act.

- System performance relative to the vision and guiding principles of the Laredo MTP can be tracked and reported to support **Accountability** for plan implementation and results.

The performance measures for the Laredo MPO area were determined by the federally required performance measures for state departments of transportation and MPOs to use as outlined in MAP-21 and FAST Act. The National Performance Rule Making (NPRM) identified five performance areas required for State DOTs and MPOs. These performance areas include:

- PM1: Safety, Pavement and Bridge Measures, System Performance of NHS, Freight, and CMAQ Safety,
- PM2: Pavement and Bridge Condition,
- PM3: Reliability, and
- Transit Asset Management.

According to the NPRM, State DOTs and MPOs are to establish quantifiable statewide performance targets for the required performance measures to be achieved over a 4-year performance period, with the first performance period starting in 2018. MPOs may establish targets by either supporting the State DOT's statewide target, or defining a target unique to the metropolitan planning area each time the State DOT establishes a target. In accordance with MAP-21, the NPRM proposed providing MPOs with an additional 180-day period to set targets following the date on which the State DOT established their targets.

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The Laredo MPO has adopted the federally required performance measures in coordination with TxDOT. In addition, the Laredo MPO has adopted the following performance targets for in support of the TxDOT statewide targets. Laredo MPO adopts the first target for the safety performance measure using TxDOT's target of a 2 percent reduction by 2022. The Laredo MPO is continuing coordination with TxDOT on the data collection, analysis, reporting, and target setting of these performance measures. Adoption of the remaining performance targets will occur in the 2045 MTP update.

For PM1 safety performance measures, the Laredo MPO has adopted the TxDOT performance targets, a 2% reduction in the federal safety performance measures January 22, 2019. These targets are shown below in Table 1-2.

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Table 1-2: PM1 Safety Performance Targets

2019 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2015	3,582	1.39	17,110	6.63	2,036

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2016	3,776	1.39	17,602	6.49	2,301
2017	3,726	1.36	17,546	6.39	2,148
2018	3,891	1.46	18,130	6.64	2,309
2019	3,980	1.47	18,367	6.60	2,394
2019 Target as a 5 Year Average	3,791	1.414	17,751	6.550	2,237.6

For the PM2 pavement and bridge condition performance measures, the Laredo MPO adopted the TxDOT performance targets for PM2 pavement and bridge condition performance targets on January 22, 2019. These performance targets are shown in **Table 1-3**.

Table 1-3: PM2 Pavement and Bridge Condition Performance Targets

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

For the PM3 reliability performance measures, the Laredo MPO adopted the TxDOT performance targets for PM3 reliability performance targets on January 22, 2019. These performance targets are shown in **Table 1-4**.

Table 1-4: PM3 Reliability Performance Targets

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

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The Laredo MPO adopted Transit Asset Management Performance measures in 2017 as part of the Laredo Transit Asset Management Plan. The adopted Transit Asset Management Performance Targets are shown in **Table 1-5**.

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Table 1-5: Transit Asset Management Performance Targets

Performance Measure	Performance Target
% of revenue vehicles met or exceeded useful life benchmark (ULB)	75% of vehicles should be within their ULB
% of equipment assets met or exceeded useful life benchmark (ULB)	75% of equipment should be within their ULB
% of assets/facilities with condition rating below 3.0 on FTA TERM Scale	75% of facilities rated on a FTA TERM scale of 3.0 or above

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The 2020-2045 MTP is currently underdevelopment and will include the following:

- A system evaluation to establish the existing regional conditions regarding these performance measures and targets.
- Further identify needs and projects that will help achieve progress regarding these performance measures and targets.
- Establish a regular and ongoing monitoring process to be undertaken in coordination with TxDOT to continue to monitor progress achieved for these measures.

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Table 1-2: MTP Performance Measures Content Requirements

Federal Performance Area	Performance Measure
Safety	<ul style="list-style-type: none"> • Number of fatalities • Rate of fatalities per 100 M Vehicle Miles Traveled (VMT) • Number of serious injuries • Rate of serious injuries per 100 M VMT • Number of non-motorized fatalities and serious injuries
Pavement and Bridge Measures	<ul style="list-style-type: none"> • % of Interstate pavements in Good condition • % of Interstate pavements in Poor condition • % of Non-Interstate NHS pavements in Good condition • % of non-Interstate NHS pavements in Poor condition • % of NHS bridges by deck area classified as in Good condition • % of NHS bridges by deck area classified as in Poor condition

Federal Performance Area	Performance Measure
System Performance	<ul style="list-style-type: none"> • Travel time reliability on the interstate and non-interstate NHS • Track travel time reliability index • Annual hours of peak hour excessive delay per capita • Non-SOV travel in specific urbanized areas
Transit Asset Management	<ul style="list-style-type: none"> • % of non-revenue vehicles met or exceeded useful life benchmark • % of revenue vehicles met or exceeded useful life benchmark • % of assets with condition rating below 3.0 on FTA TERM Scale

Plan Amendment Process

As the MPO carries out their continuing, cooperative, and comprehensive (3C) planning process, amendments to this Plan are expected. These may occur due to changes in project priorities, funding availability, or state and/or federal guidance. Amendments to the Plan require adoption by the MPO Policy Committee, following an opportunity for the general public to review and comment.

MTP Overview

Laredo’s geography, history and existing land use, along with a description of major traffic generators, are included in **Chapter 2, Regional Context**.

The summary of the socioeconomic conditions of the Laredo MPO region is presented in **Chapter 3, Future Socioeconomic Conditions**. The main factor in determining future transportation need is the magnitude and location of future population and employment. The development of the forecasted socioeconomic conditions of the Laredo region is presented.

Chapter 4, Public Participation identifies the efforts of the LUTS to solicit input from public and stakeholder into the development of this MTP.

Both current and future conditions and needs of roadways in the region are summarized in **Chapter 5, Roadways**. This chapter also discusses maintaining and enhancing an efficient and safe roadway system that will effectively meet future demands while optimizing existing financial resources.

Chapter 6, Transit reviews the existing transit systems, facilities, and services, identifies the transit service gaps and issues, and suggests strategies and policies to address the overall demand for public transit services.

With the significant amount of bicycle and pedestrian traffic in the city **Chapter 7, Bicycle/Pedestrian Plan** presents the existing conditions and context for bicycle and pedestrian system needs in the Laredo MPO region.

Airports play an important role in dealing with the increasing demand of both passenger and freight traffic. Laredo International Airport is the primary airport in the Laredo MPO

region and provides air transportation services for both passengers and cargo. **Chapter 8, Airport** provides discussion about existing conditions of the airports, issues of concern and needs, and strategies to improve these needs.

As the Laredo MPO region is a nationally significant freight gateway connecting the United States to the rest of the globe, **Chapter 9, Freight and Goods Movement** presents an in-depth look at the current state of freight transportation in the region, what challenges lie ahead, and how the region can accommodate the substantial growth that is expected to occur in the future.

Because Laredo is now considered a TMA, congestion management process (CMP) must be implemented. **Chapter 10, Congestion Management Process** presents the summary of the CMP adopted by the LUTS and how the CMP will be incorporated into the MTP development.

Again, due to its position and role as a national gateway, safety and security are of paramount concern within the Laredo region. As such, **Chapter 11, Safety, and Security, and Resiliency** focuses on safety, ~~and security,~~ ~~and resiliency~~ issues and what current and future programs will keep both our transportation system and its users safe from both internal events and external threats.

The project selection process, the list of the projects that will be funded through this MTP, and how the region will pay for the recommended projects in the plan are presented in **Chapter 12, Financial Plan and Recommended Plan Improvements**.

Finally, **Chapter 13, Benefits, Impacts, and Next Steps** presents how this plan will impact the region and what benefits it will provide. In addition, this chapter presents how the MPO can monitor the performance of the transportation system in the future so that it can ensure its investments are having the intended results and so that it can make adjustments to this plan, as events warrant.

Attachment 2

Project Evaluation Criteria

In an effort to prioritize the future transportation needs of Laredo region, the MPO has developed a series of project evaluation criteria to objectively score projects and to align project evaluations with the goals, objectives, performance measures, and targets for the MTP. While the criteria attempt to quantify the potential benefits and effects of each project, they are not the sole determinant in establishing regional investment priorities. Rather, these criteria serve as a tool to help discuss the merits of each project and evaluate them on an equal playing field.

Project evaluation criteria were developed as part of the 2040 MTP development and were reviewed for alignment with established goals, objectives, and performance measures for the 2045 MTP and for adherence to FAST Act regulations. These evaluation criteria are consistent with all federal regulations and the established goals, objectives, and performance measures for the region and are carried over from the 2040 MTP with changes, highlighted in red text, to indicate how project evaluation criteria has been enhanced to address recently adopted performance measures from TxDOT and to align with updated regional goals, objectives, and performance measures for the 2045 MTP.

Congestion – 100 Points

Current Congestion

Does the project specifically address a currently congested facility; or in the case of a new alignment roadway, does it specifically address a “parallel” facility that is congested?

- Current Level of Service = E or F: 50 points
- Current Level of Service = D: 40 points
- Current Level of Service = C: 30 points
- Current Level of Service = B: 20 points
- Current Level of Service = A: 0 points

Future Congestion

Does the project specifically address a facility that is expected to become congested at the end of the MTP planning horizon (currently 2040), or in the case of a new alignment roadway, does it specifically address a “parallel” facility that is projected to be congested?

- Future Level of Service = E or F: 30 points
- Future Level of Service = D: 20 points
- Future Level of Service = C: 10 points
- Future Level of Service = B: 5 points
- Future Level of Service = A: 0 points

ATTACHMENT 2

Congestion Management Process

Is this project a product of the congestion management process?

- Yes, or indirectly: 20 Points
- No: 0 Points

Safety and Operations: 100 Points

Safety

Does the project specifically address a safety issue? **Could it serve to improve safety performance measures, as defined by the MPO's adopted TxDOT measures for improvements to the number or rate of fatal or serious injuries, and non-motorized crashes?**

- Yes, directly: 60 Points
- Yes, indirectly: 30 Points
- No: 0 Points

**Based upon type of project.*

Yes, directly: Access Management, Frontage Road Conversion, Intersection Improvements, Bicycle/Pedestrian Facilities (some), Center Turn Lane, Lighting, Median, Realignment, Traffic Signal, Widen Lanes; **located in an area where crash data support a safety improvement to address TxDOT adopted performance measures.**

Yes, indirectly: Reconstruction/Rehabilitation/Repair/Resurface, Upgrade to Freeway

No: Added Capacity, Drainage, Landscaping, Museum, Visitor Center, New Roadway

Operational Efficiency

Does this project include elements that specifically improve the operational efficiency of the transportation system? **Does this project specifically improve travel time reliability or truck travel time reliability, as measured by adopted TxDOT performance measures?**

- Yes, directly: 30 Points
- Yes, indirectly: 15 Points
- No: 0 Points

**Based upon type of project.*

Yes, directly: Upgrade Interchange/Intersection Improvement, Center Turn Lane, Add Turn lanes, Drainage, Frontage Road Conversion, Realignment, Signals, Traffic Flow Improvements, Median

Yes, indirectly: New Roadway, Additional Travel Lanes

No: Bicycle/Pedestrian Facilities, Landscaping, Lighting, Museum, Visitor Center, Reconstruction/Rehabilitation/Repair/Resurface

Environmental Considerations

Does this project address the safe transportation of hazardous material? **Does this project address facilities located in a floodplain zone, improve emergency access, or facilitate movement on a statewide evacuation route?**

- Yes: 10 Points
- No: 0 Points

Yes: Project located on a Hazmat route, on a floodplain vulnerability route, the statewide evacuation route, or improve emergency access on a congested local roadway?

No: Project not located on any of these designated facilities

Project Cost: 50 Points

Cost Reasonableness

Is the project cost per future vehicle mile of travel (DVMT from “build” alternative from travel demand model) a reasonable amount?

- \$75 or less per VMT: 30 points
- Between \$75 and \$125 per VMT: 20 points
- Between \$125 and \$500 per VMT: 10 points
- More than \$500 per VMT: 0 points

Alternative Financing

Does this project include non-traditional funding sources and enhanced cost sharing?

- Yes: 20 Points
- No: 0 Points

**Based upon whether there is any funding for this project beyond the typical federal funds and minimum local match. Alternative financing is considered to be an indication of Community Support. Examples of alternative financing includes local match, TIRZ, Tolls, etc.*

Modal Impact: 150 Points

Does this project specifically promote the use of or access to an alternative mode of transportation?

- Transit: 25 points
- Bicycling: 25 points
- Walking: 25 points
- Air Travel: 25 points
- Rail Travel: 25 points
- Freight: 25 Points

Subjective Scoring – Community & Environmental Impacts: 20 Points

Does this project impact community vitality and the environment in a positive manner? (0 to 10 points)

- The Technical Advisory Committee (TAC) evaluates and provides scores for each project based on their local knowledge

Does this project improve aesthetics of the community? (0 to 10 points)

- The TAC evaluates and provides scores for each project based on their local knowledge

Subjective Scoring - Public Acceptance: 80 Points

Does the project have explicit community support? (0 to 50 points)

- The TAC will evaluate and provide scores for each project based on public outreach process

Is the project consistent with local and regional goals and objectives? (0 to 30 points)

- The TAC will evaluate and provide scores for each project

The scoring results serve as a guideline for the MPO to select Category 7 projects into the MTP.

Attachment 3

Documentation Adoption of Federally Required Performance Measures/Targets and System Evaluation Reporting

On January 22, 2019, the Laredo MPO adopted performance measures and targets from TxDOT on the following federally required performance areas:

- PM1: Safety
- PM2: Pavement and Bridge Condition
- PM3: Reliability

As part of the Laredo MPO’s Transit Development Plan update in 2016, a Transit Asset Management Plan was completed and identified performance measures and targets for transit asset management (PM4), which were adopted by the Laredo MPO in January 2017.

Additional documentation on these measures, targets, how the targets are being used to assess performance, and how progress is being made to incorporate these performance measures into the MPO’s Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) are detailed below. In addition, as the 2045 MTP is adopted, additional chapter documentation on the performance management system and continual monitoring of these measures and targets will be documented. It is expected that as each subsequent MTP is adopted on a 5-year basis, the MTP update will include a System Evaluation Report to identify progress towards all adopted targets. These regional scale monitoring updates will support other statewide TxDOT monitoring and reporting mechanisms for performance measures and ongoing coordination between TxDOT and the MPO will be conducted in the identification and implementation of regional projects that continue to support these metrics.

PM1: Safety Performance Targets

The Laredo MPO has adopted the TxDOT performance targets, a 2% reduction in the federal safety performance measures.

2019 Safety Targets	Number of Fatalities (FARS/CRIS/ARF DATA)	Rate of Fatalities (FARS/CRIS/ARF DATA)	Number of Serious Injuries (FARS/CRIS DATA)	Serious Injury Rate (CRIS DATA)	Total Number of Non-Motorized Fatalities and Serious Injuries (FARS/CRIS DATA)
2015	3,582	1.39	17,110	6.63	2,036
2016	3,776	1.39	17,602	6.49	2,301
2017	3,726	1.36	17,546	6.39	2,148
2018	3,891	1.46	18,130	6.64	2,309
2019	3,980	1.47	18,367	6.60	2,394
2019 Target as a 5 Year Average	3,791	1.414	17,751	6.550	2,237.6

How the Measures Will Be Used: Projects selected for inclusion in the MTP and TIP are intended to support the achievement of the safety targets. The MPO Policy Committee supports the planning and

programming of projects that contribute to the achievement of these targets. The Laredo MPO is currently developing the 2045 MTP, which is expected to be adopted in late 2019. Existing conditions and applicable performance targets at a regional scale will be documented within the MTP and the MPO will continue to coordinate with TxDOT on identifying and programming projects to meet statewide and regional performance targets.

System Evaluation and Progress to Date: As part of the 2045 MTP, regional data is being collected on these performance measures at a regional level, with the goal of establishing benchmark targets at a regional scale that will help meet statewide adopted targets for these safety measures.

PM2: Pavement and Bridge Condition Performance Targets

The Laredo MPO adopts the TxDOT performance targets.

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

How the Measures Will Be Used: Projects selected for inclusion in the MTP and TIP are intended to support the achievement of the pavement and bridge condition targets. The MPO Policy Committee supports the planning and programming of projects that contribute to the achievement of these targets. The Laredo MPO is currently developing the 2045 MTP, which is expected to be adopted in late 2019. Existing conditions and applicable performance targets at a regional scale will be documented within the MTP and the MPO will continue to coordinate with TxDOT on identifying and programming projects to meet statewide and regional performance targets.

System Evaluation and Progress to Date: As part of the 2045 MTP, regional data is being collected on these performance measures at a regional level, with the goal of establishing benchmark targets at a regional scale that will help meet statewide adopted targets for these pavement and bridge condition measures.

PM3: Reliability Performance Targets

The Laredo MPO has adopted the TxDOT performance targets.

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

Truck Travel Time Reliability	1.5	1.7	1.79
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How the Measures Will Be Used: Projects selected for inclusion in the MTP and TIP are intended to support the achievement of the reliability targets. The MPO Policy Committee supports the planning and programming of projects that contribute to the achievement of these targets. The Laredo MPO is currently developing the 2045 MTP, which is expected to be adopted in late 2019. Existing conditions and applicable performance targets at a regional scale will be documented within the MTP and the MPO will continue to coordinate with TxDOT on identifying and programming projects to meet statewide and regional performance targets.

System Evaluation and Progress to Date: As part of the 2045 MTP, regional data will be collected on these performance measures at a regional level, with the goal of establishing benchmark targets at a regional scale that will help meet statewide adopted targets for these safety measures. These measures are collected at a state-wide level and the Laredo MPO is currently coordinating with TxDOT to obtain this data and how it is calculated at a regional scale to establish existing conditions and benchmarking performance targets in alignment with statewide targets for the 2045 MTP.

PM4: Transit Asset Management

Performance targets were adopted by the MPO in January 2017.

Performance Measure	Performance Target
% of revenue vehicles met or exceeded useful life benchmark (ULB)	75% of vehicles should be within their ULB
% of equipment assets met or exceeded useful life benchmark (ULB)	75% of equipment should be within their ULB
% of assets/facilities with condition rating below 3.0 on FTA TERM Scale	75% of facilities rated on a FTA TERM scale of 3.0 or above

How the Measures Will Be Used: Projects selected for inclusion in the MTP and TIP are intended to support the achievement of the transit asset management targets. The MPO Policy Committee supports the planning and programming of projects that contribute to the achievement of these targets.

System Evaluation and Progress to Date: These measures and targets were adopted by the Laredo MPO in January 2017 and provide the region's transit agency with methods and tools for ongoing monitoring of performance with regard to these targets. The regional transit agency (El Metro) is currently meeting all of these performance targets. As the 2045 MTP is further developed, these measures and targets will also be incorporated into the MTP document and the identification of needs and projects will include an assessment of transit asset management conditions to identify continued investment needs in the short term and long-range planning horizons.

Attachment 4

Laredo 2045 MTP Update & FAST Act Compliance Project

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

The Fixing America's Surface Transportation Act, or FAST Act, was signed into law by President Obama on December 4, 2015. The bill funds surface transportation programs at over \$305 billion for fiscal years 2016 through 2022. The emergence of the FAST Act does not represent an abandonment of the programs and planning requirements established under MAP-21, the previous federal transportation bill. In fact, the FAST Act maintains the provisions from MAP-21 with minor revisions and additional requirements. The most significant changes include:

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

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

Chapter 1: Planning Context

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

MPO Structure

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

Legislative Mandates

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

Transportation Planning Factors

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

(NEW) 9. Resiliency and Reliability

(NEW) 10. Reduce or Mitigate Stormwater Impacts

(NEW) 11. Travel and Tourism

(NUMBERING UPDATE) 12. Stewardship of Financial Resources

(NUMBERING UPDATE) 13. Consideration of All Groups of People

Development and Content of the Metropolitan Transportation Plan

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

Consistency with State Plans

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

Strategic Plan (2013-2017)

Updated reference to the Strategic Plan for 2017-2021.

Texas Strategic Highway Plan (SHSP)

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

Report on Texas Bridges (as of September 2012)

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

Unified Transportation Program (UTP)

Updated reference and image to Unified Transportation Program for 2018.

(NEW) Texas Freight Mobility Plan

Reference to the 2017 Texas Freight Mobility Plan was added.

Other Related Plans

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

MTP Planning Process

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

(NEW) Performance Measures

A section on Performance Measures was added to replace the subsection on performance measures in the MAP-21 portion of "Legislative Mandates". The Laredo MPO has adopted federally required performance measures and targets in coordination with TxDOT. The Laredo MPO also developed and adopted transit asset management performance measures as part of their Transit Asset Management Plan that was adopted in January 2017. Adoption of these and other updated performance measures and targets is also being developed as part of the in progress 2045 MTP development.

MTP Overview

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

Chapter 2: Regional Context

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

Chapter 3: Socioeconomic Data

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

Chapter 4: Public Participation

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

Planning Context

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

Chapter 5: Roadways

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

National Highway System

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

(NEW) National Freight Highway Network

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

(NEW) National Multimodal Freight Network

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

Best Practices and Strategies for Roadway Improvements

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

(NEW) Resiliency and Reliability

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

Crash Data

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

Best Practices and Strategies for Roadway Improvements

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

Travel Demand Management

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

Land Use and Urban Design Considerations

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

(NEW) Travel and Tourism

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

Chapter 6: Public Transportation

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

Service Performance Measures

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

Greyhound

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

System Preservation and Maintenance

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

Land Use and Development Considerations

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

Chapter 7: Bicycle and Pedestrian

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

Bicyclist and Pedestrian Safety Projects

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

Chapter 8: Airport

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

Proposed Strategies

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

Accessibility

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

Chapter 9: Freight and Goods Movement

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

Congressional High Priority Corridors

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

Highway Network

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

Railroad Network

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

Texas Freight Mobility Plan Listening Session

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

Chapter 10: Congestion Management Process

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

Identification of Strategies

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

Chapter 11: Safety and Security

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

Introduction

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

Federal Highway Administration

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

State Agencies – Texas Department of Transportation

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

Regional and Local Agencies – Webb County

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

City of Laredo Plan – Emergency Management Plan

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

Chapter 12: Financial Plan and Recommended Planned Improvements

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

Funding Sources

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

Roadway and Bicycle/Pedestrian Funding Source

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

Chapter 13: Benefits, Impacts, and Next Steps

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

Benefits and Impacts

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

Economic Benefits

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

Environmental Assessment

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

Environmental Mitigation Activities

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

Attachment 5



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

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

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

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

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



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

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

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

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

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

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



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

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

The Laredo MPO conducted focus group meetings on November 14, 2018 and November 15, 2018 to discuss the future transportation needs from stakeholder groups. Agency representatives related to resiliency included the City of Laredo – Traffic, Police, Fire, Buildings; Webb County; TxDOT – TPP, Environmental, and South Texas Development Council. Agency representatives related to tourism included TxDOT – TPP; TAMIU; Laredo EDC; City of Laredo – Convention and Visitors Bureau; Laredo Main Street; and Historic District Landmark Bd.

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

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



4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10))
 - *Document how the two new FAST Act metropolitan planning factors have been addressed within the transportation planning process, including what analysis framework was utilized to ensure the resiliency and reliability of the transportation system (example: GIS mapping for visualization purposes) or to identify and reduce storm-water impacts of surface transportation through policies and design standards (example: TxDOT Roadside Design Manual or local public agency geometric design criteria) used within the metropolitan area. For purposes of enhancing travel and tourism, perhaps include discussion of how the PPP and outreach efforts have been implemented to incorporate additional stakeholders related to travel and tourism within the metropolitan planning region.*

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

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

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



land use and development activities including floodplain development permits and building permits in compliance with federal and local regulations.

- (b) Regarding the planning factor *enhance travel and tourism*, Chapter 4 of the 2040 MTP was updated to describe that the Laredo MPO maintains a contact list of groups and individuals which have expressed interest in transportation planning activities. As required by 23 CFR 450.316 (b), the MPO has expanded the contact list as described in the updated PPP to seek consultation with agencies and officials responsible for tourism and natural disaster risk reduction. Interested parties related to tourism who are invited to all meeting and receive all agendas include The Laredo Convention and Visitor’s Bureau, the Laredo Development Foundation, and the Laredo Chamber of Commerce. Additional outreach and coordination with these agencies will build upon these coordination efforts in developing the 2045 Laredo MTP.
5. Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). (Ref: 23 CFR 450.216(b) and 324(f)(2))
- *Document how the long-range metropolitan transportation plan (MTP) has addressed intercity buses (e.g., Greyhound and other transit bus providers) within the region. Mapping of intercity bus terminals, intermodal facilities, and bus routes within the MTP is suggested as one option and how these facilities link to major highway networks and arterials within the metropolitan planning region.*

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

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))
- *Document how the MPO included an assessment of the existing transportation system (both highway and transit routes) – for example: using GIS mapping or other framework analysis tools- to help reduce the vulnerability of the existing and future*



transportation infrastructure to natural disasters including extreme weather events like flooding, hurricane impacts, drought, etc. as applicable for the MPO geographic region.

Previous to the 2040 MTP update, the standing 2040 MTP provides recommendations for environmental assessments and mitigation activities to be conducted for implementation of transportation projects that could potentially impact environmental and cultural assets in *Chapter 13: Benefits, Impacts & Next Steps (Environmental Assessment section)*. In addition, the standing 2040 MTP takes a GIS approach to identifying and mapping environmental and cultural resources in relation to existing and planned transportation improvements as described in *Chapter 13*. *Chapter 13* also details potential environmental mitigation activities that can be taken for specific environmental and cultural resources.

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

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

With the update of the 2040 MTP, a section on performance measures was added to *Chapter 1: Planning Context*. This section includes a description of the federally required performance areas and performance measures. The Laredo MPO adopts the federally required performance measures and the performance targets in coordination with TxDOT. The Laredo MPO has adopted TxDOT's performance targets for PM1 Safety,



PM2 Pavement and Bridge Condition, and PM3 Reliability. The Laredo MPO adopted Transit Asset Management Performance Targets in 2017 as part of the Laredo MPO's Transit Asset Management Plan update in 2016.

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

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

Chapter 1: Planning Context was updated to include a section on performance measures. The Laredo MPO is coordinating with TxDOT to develop a system to report progress in achieving performance targets. The Laredo MPO is continuing coordination with TxDOT on the data collection, analysis, and reporting of performance targets. The 2045 MTP update will include a performance evaluation report that will evaluate performance targets and will demonstrate this compliance prior to the May 2019 deadline. It is expected that as each subsequent MTP is adopted on a 5-year basis, the MTP update will include a System Evaluation Report to identify progress towards all adopted targets. These regional scale monitoring updates will support other statewide TxDOT monitoring and reporting mechanisms for performance measures and ongoing coordination between TxDOT and the MPO will be conducted in the identification and implementation of regional projects that continue to support these metrics.

It is expected that as each subsequent MTP is adopted on a 5-year basis, the MTP update will include a System Evaluation Report to identify progress towards all adopted targets. These regional scale monitoring updates will support other statewide TxDOT monitoring and reporting mechanisms for performance measures and ongoing coordination between TxDOT and the MPO will be conducted in the identification and implementation of regional projects that continue to support these metrics.

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



in both MTP and STIP/TIP on how performance targets have been impacted by the list of projects and programs shown in the documents.

The Laredo MPO has adopted all required performance targets (PM1 safety, PM2 pavement and bridge condition, PM3 reliability, and TAM) in coordination with TxDOT and in compliance with federal regulations. The 2019-2022 TIP supports the achievement of performance targets through the selection of projects that support the achievement of these performance targets. The 2045 MTP update will include the development of an evaluation report that can be used to assess the progress of projects in achieving performance targets.

9. STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans. (Ref: 23 CFR 450.218(q) and 326(d))
 - *Document how the project selection process used in the TIP/STIP has been improved to address safety, TAM and PM2 (on or after May 20, 2019) and PM3 (on or after May 20, 2019) and how performance targets will be achieved in the transportation planning process.*

As part of the Laredo 2040 MTP, a series of project evaluation were developed to rank and prioritize projects in the region. Based on (1) progress in developing goals, objectives, and performance measures for the 2045 MTP, (2) the recent adoption of TxDOT performance measures for safety, bridge and pavement conditions, and travel time reliability, and (3) the regional transit asset management performance measures established in the adopted January 2017 Transit Asset Management Plan, project evaluation criteria have been updated to link investment priorities with performance measures and targets. Documentation of updated project selection criteria are attached with this checklist. The Laredo MPO will continues to incorporate criteria this information in the project selection process that will support the selection of projects for the 2045 MTP.

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

N/A (State DOT)



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

N/A (State DOT)

Attachment 6

**MEMORANDUM OF UNDERSTANDING
AMONG
THE LAREDO METROPOLITAN PLANNING ORGANIZATION ("MPO"),
THE TEXAS DEPARTMENT OF TRANSPORTATION ("TxDOT") AND
EL METRO, THE LAREDO PUBLIC TRANSPORTATION OPERATOR**

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) promulgated regulations 23 CFR 450.314, and

WHEREAS, the MPO, the State and the Public Transportation Operator(s) are required by 23 CFR 450.314 to cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process, and

WHEREAS, these responsibilities shall be clearly identified in written agreements among the MPO, the State and the Public Transportation Operator(s) serving the Metropolitan Planning Area (MPA), and

WHEREAS, to the extent possible, a single agreement between all responsible parties should be developed, and

WHEREAS, the federal regulations require the written agreement to include specific provisions for cooperatively developing and sharing information related to the development of financial plans that support the metropolitan transportation plan (MTP), the metropolitan Transportation Improvement Program ("TIP"), and development of the annual listing of obligated projects.

WHEREAS, the federal regulations require that the MPO, State DOT, and the public transit provider shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information 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).

NOW THEREFORE, the parties agree as follows:

1. **Purpose.** It is the purpose of this Memorandum of Understanding (MOU) to make provision for cooperative mutual responsibilities in carrying out the Metropolitan Planning Process and Performance Based Planning and Programming in the Laredo MPA and to provide a single agreement between the State of Texas acting through the Texas Department of Transportation (TxDOT), Laredo MPO, and El Metro, the Public Transportation Operator(s)] in accordance with current Federal Legislation and as required by 23 CFR 450.314.

2. Responsibilities of all parties.

All parties will:

- a. Cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process in a performance based planning format and final form. Decide upon and adopt performance targets for this planning process in accordance with Federal and State requirements and guidance.
- b. Make provisions for cooperatively developing and sharing information related to the development of financial plans that support the Metropolitan Transportation Plan ("MTP") and TIP.
- c. Ensure TxDOT, the Public Transportation Operator(s) and the MPO cooperatively develop a listing of projects that comprehensively address the transportation system within the MPO boundaries. Identified projects shall include both roadway and transit initiatives, including but not limited to investments in pedestrian walkways and bicycle transportation facilities for which federal funds were obligated in the preceding fiscal year.

3. Performance Based Planning & Programming

- a. Developing transportation performance data
 - i. TxDOT will provide the MPO with a subset for their MPA of the state performance data used in developing statewide targets.
 - ii. If an MPO chooses to develop their own target for any measure, they will provide TxDOT with any supplemental data they utilize in association with the target-setting process.
- b. Selection of transportation performance targets
 - i. TxDOT will develop draft statewide federal performance targets in coordination with the applicable MPOs. Coordination may include in-person meetings, web meetings, conference calls, and/or email communication. MPOs shall be given an opportunity to provide comments on statewide targets one month prior to final statewide targets adoption.
 - ii. If the MPO chooses to adopt their own target for any measure, it will develop draft MPO performance targets in coordination with TxDOT.

Coordination methods will be at the discretion of the MPO, but TxDOT shall be provided an opportunity to provide comments on draft MPO performance targets prior to final approval.

c. Reporting of performance targets

- i. TxDOT performance targets will be reported to FHWA and FTA, as applicable. The MPO will be notified when TxDOT has reported final statewide targets.
- ii. MPO performance targets will be reported to TxDOT.
 1. For each target, the MPO will provide the following information no later than 180 days after the date TxDOT or the Public Transportation Operator establishes performance targets, or the date specified by federal code:
 - a. Written agreement to plan and program projects so that they contribute toward the accomplishment of TxDOT or Public Transportation Operator performance target, or;
 - b. Written notification that the MPO will set a quantifiable target for that performance measure for the MPO's planning area.
 - i. If a quantifiable target is set for the MPO planning area, the MPO will provide any supplemental data used in determining any such target.
 - c. Documentation of the MPO's target or support of the statewide or relevant public transportation provider target will be provided in the form of a resolution or meeting minutes.
 - iii. TxDOT will include information outlined in 23 CFR 450.216 (f) in any statewide transportation plan amended or adopted after May 27, 2018, and information outlined in 23 CFR 450.218 (q) in any statewide transportation improvement program amended or adopted after May 27, 2018.
 - iv. The MPO will include information outlined in 23 CFR 450.324 (g) (3-4) in any MTP amended or adopted after May 27, 2018, and information

outlined in 23 CFR 450.326 (d) in any TIP amended or adopted after May 27, 2018.

- v. Reporting of targets and performance by TxDOT and the MPO shall conform to 23 CFR 490, 49 CFR 625, and 49 CFR 673
- d. Reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO
 - i. TxDOT will provide the MPO with an update of the subset for their MPA of the state performance data used in developing statewide targets including prior performance data.
- e. The collection of data for the State asset management plans for the NHS
 - i. TxDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS.

4. Responsibilities of the MPO

The MPO will:

- a. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the MTP.
- b. Work in consultation with Public Transportation Operator(s) and TxDOT in developing the financial plan for the TIP.
- c. Conduct Technical Committee and Policy Board meetings as required and necessary.
- d. In consultation with Public Transportation Operator(s) and TxDOT, update the MTP and TIP in accordance with State and Federal laws.
- e. Invite Transit Districts to participate in all public participation processes.
- f. Conduct comprehensive, cooperative and continuous transportation planning for the Laredo MPA.
- g. Establish necessary transportation performance targets, share information related to the performance data, and document the reporting of performance to be used in tracking progress toward attainment of critical outcomes within the

MPO MPA, if the MPO elects to develop quantifiable targets for performance measures for the MPO's planning area.

5. Responsibilities of the Public Transportation Operator(s)

The Public Transportation Operator(s) will:

- a. Work in consultation with the MPO in developing short-range and long-range plans for transit for inclusion in the MTP.
- b. Assist in validation of data used as input into the transportation plan.
- c. Work in consultation with the MPO and TxDOT in developing the financial plan for the MTP.
- d. Work in consultation with the MPO and TxDOT in developing the financial plan for the TIP.
- e. Provide the MPO with the annual list of transit obligated projects.
- f. Serve on the MPO Technical Committee and Policy Board as applicable.
- g. Notify the MPO of changes to projects that would affect the MTP or TIP.
- h. Invite the MPO to participate in all public participation processes.
- i. Establish transit asset management performance targets and share with the MPO and other interested parties.


6. Responsibilities of TxDOT.

- a. Work in consultation with Public Transportation Operator(s) and the MPO in developing the financial plan for the TIP and MTP.
- b. Assist in the validation of data used as input into the transportation plan.
- c. Provide the MPO with the annual list of obligated projects.
- d. Serve on the MPO Technical Committee and Policy Board.
- e. Notify the MPO of changes to projects that would affect the MTP or TIP.

- f. In consultation with the MPO and Transit District, update the MTP and TIP in accordance with State and Federal laws.
 - g. Work in consultation with the MPO and Public Transportation Operator(s) in developing short-range and long-range plans for transit for inclusion in the MTP and TIP.
7. **Term.** This Memorandum shall become effective as to each Party when fully executed by all parties. It shall remain in full force and effect until such time it is terminated in writing by one or all of the parties.
8. **Validity and Enforceability.** If any current or future legal limitations affect the validity or enforceability of a provision of this MOU, then the legal limitations are made a part of this MOU and shall operate to amend this MOU to the minimum extent necessary to bring this MOU into conformity with the requirements of the limitations, and so modified, this MOU shall continue in full force and effect.
9. **Governing Law and Venue.** This MOU shall be governed by the laws of the State of Texas. Venue for an action arising under this MOU shall lie exclusively in Travis County, Texas.
10. **Severability.** If a provision contained in this MOU is held invalid for any reason, the invalidity does not affect other provisions of the MOU and can be given effect without the invalid provision, and to this end the provisions of this MOU are severable.

(SIGNATURE PAGE TO FOLLOW)

EXECUTED by the parties hereto, each respective entity acting by and through its duly authorized official as required by law.



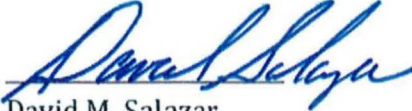
Mayor Pete Saenz
Chairperson of the MPO Policy Board

Date: 02/20/18



Claudia San Miguel
Public Transportation Operator
General Manager

Date: 2/21/2018



David M. Salazar
Texas Department of Transportation
District Engineer

Date: 2/21/18

Vanessa Guerra

From: Palmer, Jenifer S. <palmerjs@cdmsmith.com>
Sent: Thursday, August 29, 2019 3:56 PM
To: Vanessa Guerra
Subject: FW: Laredo MPO - Performance Measures and Targets for TIP Document
Attachments: FASTAct_Outline_UpdatesSummary_Apr2019.docx; Laredo MTP - Chapter 1 - Planning Context - 04-2019 Update.docx; Attachment1_MOU- LAREDO MPO-TXDOT-TRANSIT - 2018.pdf; Attachment2_Laredo PM Documentation.docx; Attachment3 _ProjectEvalCriteriaUpdate.docx; FHWAChecklist_LaredoMPO_04222019.docx

From: Palmer, Jenifer S.
Sent: Tuesday, August 27, 2019 1:37 PM
To: 'Vanessa Guerra' <vguerra@ci.laredo.tx.us>
Cc: Guthart, Robert J. <guthartrj@cdmsmith.com>
Subject: FW: Laredo MPO - Performance Measures and Targets for TIP Document

Hi Vanessa,

Attached are the FAST Act compliance documents you requested an update on. These were sent to you in late April (as per email below), but I know you had a computer hack since then and lost a number of emails. Please let us know if you have questions.

We have not forgotten about the stakeholder database and plan to provide that before the project wraps up. I can put this as an agenda item for our next call, though, so we can answer any questions you may have.

Thanks!
Jenifer

From: Palmer, Jenifer S.
Sent: Monday, April 22, 2019 5:53 PM
To: Vanessa Guerra <vguerra@ci.laredo.tx.us>; Guthart, Robert J. <guthartrj@cdmsmith.com>
Cc: Narayanasamy, Madhusudhanan <narayanasamym@cdmsmith.com>; Sullivan, Charlie <sullivanc@cdmsmith.com>
Subject: RE: Laredo MPO - Performance Measures and Targets for TIP Document

Hi Vanessa,

We have reviewed the previously provided checklist and chapter updates, particularly with regard to the checklist items 7-10 that you mentioned on our call last week and that reference a late May 2019 deadline. We are attaching the following updated information that should address all of these items at this time and while the 2045 MTP is under development. With regard to system evaluation, we have included a section of documentation on this in Attachment 2 that will go with the FHWA checklist to meet documentation for this item for now. However, we still need you to send the draft email over to Sara Garza from TxDOT so we can actually coordinate the statewide performance targets with regional performance. I am not sure if you have sent that yet, but it is definitely something we need to do an actual system evaluation.

Attached, please find the following:

1. Updated Summary of MTP Changes Made for FAST Act Compliance

2. Updated FHWA Checklist – updating all information and referencing some attachments that are now complete to demonstrate documentation for compliance.
3. FHWA Checklist Attachment 1 – MOU agreement with transit provider
4. FHWA Checklist Attachment 2 – Performance Measurement/Targets Documentation
5. FHWA Checklist Attachment 3 – Project Evaluation Criteria Updates
6. Updated Chapter 1 (track change version) – which now incorporates reference to all adopted performance measures and targets. This is in track changes for consistency with how we have previously provided you with chapters back in May 2018.

I believe this should be everything, pending additional coordination with TxDOT mentioned above. Please do not hesitate to contact me should you have any questions.

Thanks,
Jenifer

From: Vanessa Guerra <vguerra@ci.laredo.tx.us>
Sent: Thursday, April 18, 2019 3:21 PM
To: Guthart, Robert J. <guthartrj@cdmsmith.com>
Cc: Palmer, Jenifer S. <palmerjs@cdmsmith.com>; Narayanasamy, Madhusudhanan <narayanasamym@cdmsmith.com>; Sullivan, Charlie <sullivanc@cdmsmith.com>
Subject: RE: Laredo MPO - Performance Measures and Targets for TIP Document

Hey Roby,

Thanks for the email, clarifying the four performance areas. That helps. The attachment is pretty much what I already included in the TIP. The thing that I was concerned with was the MTP. That is where I think we will have a problem. In any case, thanks again. V.

From: Guthart, Robert J. [<mailto:guthartrj@cdmsmith.com>]
Sent: Thursday, April 18, 2019 12:53 PM
To: Vanessa Guerra
Cc: Palmer, Jenifer S.; Narayanasamy, Madhusudhanan; Sullivan, Charlie
Subject: Laredo MPO - Performance Measures and Targets for TIP Document

Hi Vanessa,

Just to follow up from our call, I confirm that there are four performance areas:

1. Safety
2. Pavement and Bridge Condition
3. Reliability
4. Transit Asset Management

The Laredo MPO has already adopted performance targets for all four performance areas. For the first three, the MPO has adopted the same target as the state. For transit asset management, the MPO had developed a transit asset management plan that identified the performance targets.

In the TIP, most MPOs just identify the performance measures and the targets that they have adopted (usually the same as the state targets). Following the identification of the performance measures and targets, most MPOs are writing that they will select projects to achieve fulfillment of the performance targets.

I have put together the attached document that identifies the performance measures, the adopted performance targets, and includes a statement for each indicating that the MPO will work to select projects that will help achieve the adopted performance targets.

Thank you,

Robby Guthart

Transportation Planner

CDM Smith

11490 Westheimer Road, Suite 700 Houston, TX 77077

(713) 423-7345

Connect with me on LinkedIn [@rguthart](#) and Twitter [@robby_guthart](#)

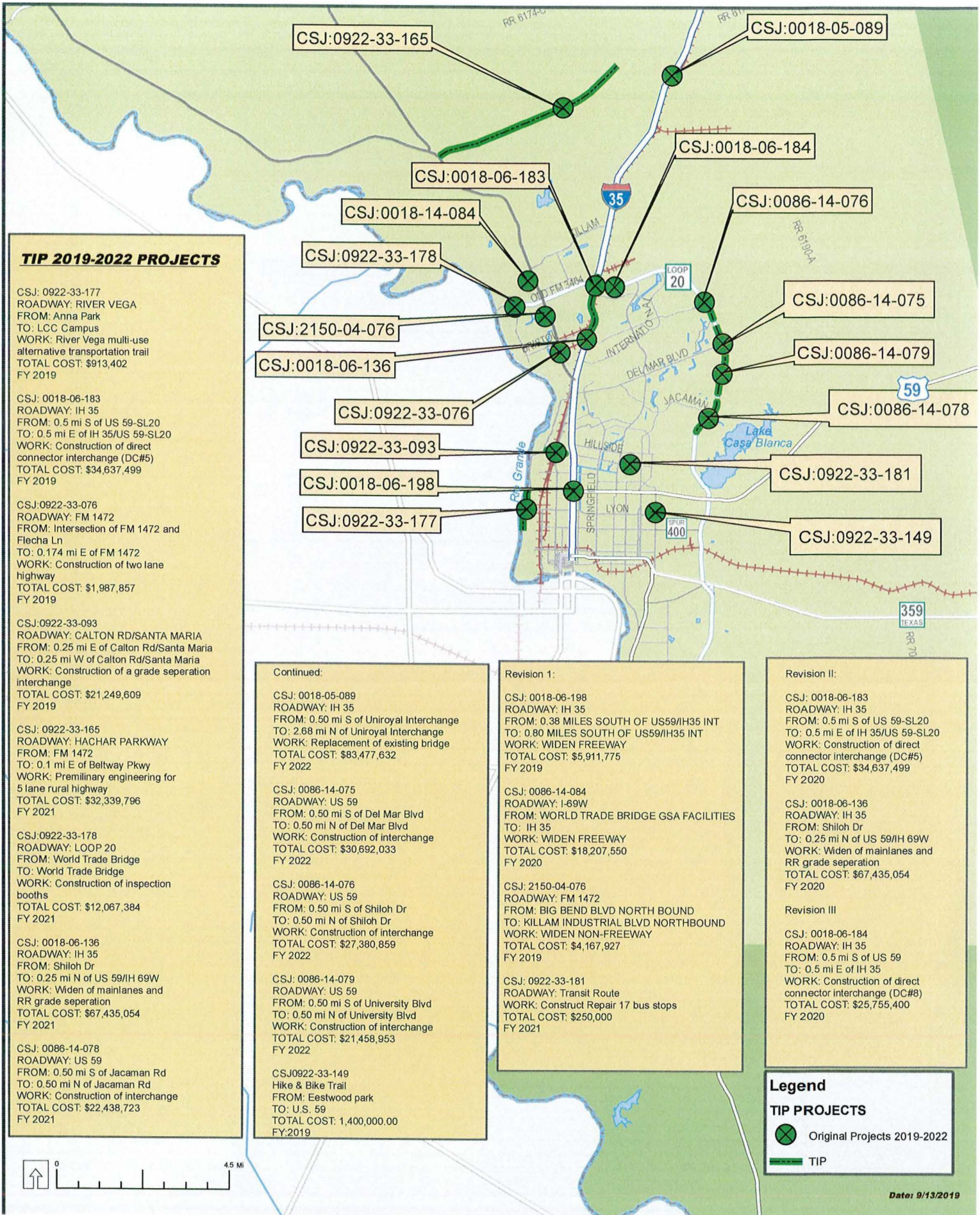
cdmsmith.com



**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 09-16-19	SUBJECT: MOTION To receive public testimony and initiate a 10 day public review and comment period on the proposed amendment(s) of the 2019-2022 Transportation Improvement Program (TIP): 1. <i>Addition</i> of project CSJ 0018-06-184 for the construction of interchange direct connector 8, on IH 35, from 0.50 miles south of US 59 to 0.50 miles east of IH 35, with estimated total project cost of 25,755,400, intended to let in FY 2020. <p style="text-align: right;">TIP 19-22/REV 3</p>
INITIATED BY: TxDOT/MPO	STAFF SOURCE J. Kirby Snideman MPO Director
PREVIOUS ACTION: The MPO Policy Committee approved Resolution No. MPO 2018-03 adopting the 2019-2022 TIP on 05/21/18. A ten day and public review comment period for the proposed revisions was initiated on 7-15-19. Revision 2 was adopted by the Policy Committee on September 16,2019	
BACKGROUND: See Attachment A- Project Summaries and Attachment B – 2019-2022 Financial Summary for full revision details.	
COMMITTEE RECOMMENDATION: Approval	STAFF RECOMMENDATION: Approval.

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: 0.5 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 Beltway 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

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

CSJ:0922-33-149
Hike & Bike Trail
FROM: Eestwood park
TO: U.S. 59
TOTAL COST: 1,400,000.00
FY:2019

Revision 1:

CSJ: 0018-06-198
ROADWAY: IH 35
FROM: 0.38 MILES SOUTH OF US59/IH35 INT
TO: 0.80 MILES SOUTH OF US59/IH35 INT
WORK: WIDEN FREEWAY
TOTAL COST: \$5,911,775
FY 2019

CSJ: 0086-14-084
ROADWAY: I-69W
FROM: WORLD TRADE BRIDGE GSA FACILITIES
TO: IH 35
WORK: WIDEN FREEWAY
TOTAL COST: \$18,207,550
FY 2020

CSJ: 2150-04-076
ROADWAY: FM 1472
FROM: BIG BEND BLVD NORTH BOUND
TO: KILLAM INDUSTRIAL BLVD NORTHBOUND
WORK: WIDEN NON-FREEWAY
TOTAL COST: \$4,167,927
FY 2019

CSJ: 0922-33-181
ROADWAY: Transit Route
WORK: Construct Repair 17 bus stops
TOTAL COST: \$250,000
FY 2021

Revision II:

CSJ: 0018-06-183
ROADWAY: IH 35
FROM: 0.5 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 2020

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 2020

Revision III

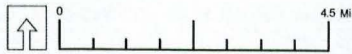
CSJ: 0018-06-184
ROADWAY: IH 35
FROM: 0.5 mi S of US 59
TO: 0.5 mi E of IH 35
WORK: Construction of direct connector interchange (DC#8)
TOTAL COST: \$25,755,400
FY 2020

Legend

TIP PROJECTS

Original Projects 2019-2022

TIP



LAREDO MPO - HIGHWAY PROJECTS
FY 2020

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0018-06-184	2020	IH 35	C	LAREDO	\$ 22,000,000	
LIMITS FROM 0.50 MI WEST OF IH35							PROJECT SPONSOR		
LIMITS TO .50 MI SOUTH OF US59							REVISION DATE 01/2019		
PROJECT ONSTRUCTION OF DIRECT CONNECTOR INTERCHANGE (DC#8)							MPO PROJ NUM 1113		
DESCR							FUNDING CAT(S) 12		
REMARKS ADD TO THE STIP				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PREL ENG	\$ 1,078,000		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH	\$ 0	COST OF	12	\$ 17,600,000	\$ 4,400,000	\$ 0	\$ 0	\$ 0	\$ 22,000,000
CONSTR	\$ 22,000,000	APPROVED	TOTAL	\$ 17,600,000	\$ 4,400,000	\$ 0	\$ 0	\$ 0	\$ 22,000,000
CONST ENG	\$ 1,031,800	PHASES							
CONTING	\$ 657,800	\$ 22,000,000							
INDIRECT	\$ 0								
BOND FIN	\$ 0								
PT CHG ORD	\$ 987,800								
TOTAL CST	\$ 25,755,400								

Attachment A

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



Laredo MPO - District 22
FY 2019 - 2022 Transportation Improvement Program
November 2019 Quarterly STIP Revision

Funding by Category

Category	Description	FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$18,072,553	\$18,072,553	\$0	\$0	\$18,477,632	\$18,477,632	\$36,550,185	\$36,550,185
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$9,000,000	\$9,000,000	\$5,438,724	\$5,438,724	\$79,531,847	\$79,531,847	\$93,970,571	\$93,970,571
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$8,717,058	\$8,717,058	\$0	\$0	\$0	\$0	\$8,717,058	\$8,717,058
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$57,000,000	\$57,000,000	\$0	\$0	\$65,000,000	\$65,000,000	\$122,000,000	\$122,000,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$32,339,796	\$32,339,796	\$0	\$0	\$32,339,796	\$32,339,796
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TAP / TASA	\$0	\$0	\$815,798	\$815,798	\$288,774	\$288,774	\$0	\$0	\$1,104,572	\$1,104,572
10	Supplemental Transportation	\$0	\$0	\$14,520,408	\$14,520,408	\$12,067,384	\$12,067,384	\$0	\$0	\$26,587,792	\$26,587,792
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$26,464,252	\$26,464,252	\$0	\$0	\$0	\$0	\$26,464,252	\$26,464,252
12	Strategic Priority	\$0	\$0	\$40,000,000	\$40,000,000	\$17,000,000	\$17,000,000	\$0	\$0	\$57,000,000	\$57,000,000
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total		\$0	\$0	\$174,590,069	\$174,590,069	\$67,134,678	\$67,134,678	\$163,009,479	\$163,009,479	\$404,734,226	\$404,734,226

Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 19-22
Federal	\$0	\$137,144,038	\$53,707,742	\$138,755,346	\$329,607,126
State	\$0	\$26,643,612	\$6,958,977	\$24,254,133	\$57,856,722
Local Match	\$0	\$2,085,361	\$6,467,959	\$0	\$8,553,320
CAT 3 - Local Contributions (LC)	\$0	\$8,717,058	\$0	\$0	\$8,717,058
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
Total	\$0	\$174,590,069	\$67,134,678	\$163,009,479	\$404,734,226

Vanessa Guerra

From: Omar Costilla <Omar.Costilla@txdot.gov>
Sent: Friday, September 06, 2019 4:39 PM
To: Vanessa Guerra; Angelica Quijano
Cc: Roberto Rodriguez III; Humberto "Tito" Gonzalez Jr
Subject: MPO Technical Committee meeting - (New project CSJ 0018-06-184 and Revision CSJ 0018-06-183 & CSJ 0018-06-136)

Angelica & Vanessa

TxDOT will like to include project CSJ 0018-06-184 construction of interchange direct connector #8 as a topic item for the 9/10/2019 MPO technical committee meeting. I'm working on getting the updated runs and financial summary report which will included the funding amount for CSJ 0018-16-184.

1. **Revision** of project CSJ 0018-06-183 for the construction of interchange direct connector 5, located from 0.50 miles south of US 59 to 0.50 miles east of IH 35. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2019 to FY 2020. *
2. **Revision** of project CSJ 0018-06-136 for the widening of main lanes and the construction of a railroad grade separation, from Shiloh Drive to 0.25 miles north of US 59/IH 69W. **Purpose** of amendment is to revise the estimated letting date from fiscal year (FY) 2021 to FY 2020.*
3. **New project CSJ 0018-06-184 for the construction of interchange direct connector 8, located from 0.50 miles south of US 59 to 0.50 miles east of IH 35. Purpose of amendment is to revise the estimated letting date to fiscal year FY 2020. ***

→ Add the project to FY 2020.

- 22,000 M
- CAT 12 funds.

Thank you



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

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

<p>DATE: 9-16-19</p>	<p>SUBJECT: MOTION Receive public testimony and initiate a 10 day public review and comment period for the proposed amendment(s) of the 2015-2040 Metropolitan Transportation Plan (MTP):</p> <ol style="list-style-type: none"> 1. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary, Figure 12-1, entitled Roadway and Bicycle/Pedestrian Projects, Table 12-11, entitled Roadway Projects, Figure 13-1, entitled Natural Resources and Federally Funded Projects, Figure 13-2, entitled Cultural Resources and Federally Funded Projects, Figure 13-3, entitled Low Income Areas and Federally Funded Projects, Table 13-1, entitled Federally Funded Projects Environmental Assessment Results, Table 13-3, entitled Federally Funded Projects and Environmental Justice Populations; and, Figure 13-4 entitled Colonias and Federally Funded Projects as necessary to incorporate the following revision(s): <ol style="list-style-type: none"> a) <i>Addition</i> of project CSJ 0018-06-184 for the construction of interchange direct connector 8, on IH 35 located from 0.50 miles south of US 59 to 0.50 miles east of IH 35, with estimated total project cost of 25,755,400, intended to let in FY 2020. <p style="text-align: right;">MTP 15-40/REV 12</p>
<p>INITIATED BY: TXDOT</p>	<p>STAFF SOURCE: J. Kirby Snideman, MPO Director</p>
<p>PREVIOUS ACTION: On December 15, 2014 the Policy Committee adopted the 2015-2040 Metropolitan Transportation Plan (MTP). The Policy Committee approved revision #1 of the MTP on April 20, 2015. On October 19, 2015 the Policy Committee approved revision #2. On March 21, 2016, the Policy Committee approved revision #3 and also approved a ten day public review and comment period for revision #4. On December 21, 2015, the Policy Committee approve the allocation of 4.482 million dollars in Proposition 1, Category 2 (MPO) funds to the project identified as CSJ 2150-04-067 for the widening of pavement to provide additional travel lanes on FM 1472 (Mines Road) from Killam Industrial Boulevard to 0.3 miles north of Mueller Boulevard with an estimated letting date of August 2016. On June 20th, 2016, the Policy Committee approved the initiation of a 10 day public review and comment period for the proposed MTP revisions. On July 18th, 2016, the Policy Committee approved revision #5 of the MTP. Revision #6 was approved on October 17, 2016. Revision #7 was approved on May 15, 2017. Revision #8 was approved on September 18, 2017. Revision #9 was approved on June 18, 2018. Revision 10 was approved on March 18, 2019. Revision 11 was approved on September 16, 2019.</p>	
<p>BACKGROUND: The development of the MTP is federally required in to assure the continuation of federal transportation funds. The plan must address, at a minimum, a continuous twenty-year planning horizon.</p> <p>See attachments for full details of all proposed revisions.</p>	
<p>COMMITTEE RECOMMENDATION: Approval</p>	<p>STAFF RECOMMENDATION: Approval</p>

LAREDO MPO - HIGHWAY PROJECTS
FY 2020

DISTRICT	MPO	COUNTY	CSJ	TIP FY	HWY	PHASE	CITY	YOE COST	
LAREDO	LAREDO	WEBB	0018-06-184	2020	IH 35	C	LAREDO	\$ 22,000,000	
LIMITS FROM 0.50 MI WEST OF IH35								PROJECT SPONSOR	
LIMITS TO .50 MI SOUTH OF US59								REVISION DATE 01/2019	
PROJECT ONSTRUCTION OF DIRECT CONNECTOR INTERCHANGE (DC#8)							MPO PROJ NUM 1113		
DESCR							FUNDING CAT(S) 12		
REMARKS ADD TO THE STIP				PROJECT HISTORY					
P7									
TOTAL PROJECT COST INFORMATION			AUTHORIZED FUNDING BY CATEGORY/SHARE						
PREL ENG \$	1,078,000		CATEGORY	FEDERAL	STATE	REGIONAL	LOCAL	LC	TOTAL
ROW PURCH \$	0	COST OF	12	\$ 17,600,000	\$ 4,400,000	\$ 0	\$ 0	0	\$ 22,000,000
CONSTR \$	22,000,000	APPROVED	TOTAL	\$ 17,600,000	\$ 4,400,000	\$ 0	\$ 0	0	\$ 22,000,000
CONST ENG \$	1,031,800	PHASES							
CONTING \$	657,800	\$ 22,000,000							
INDIRECT \$	0								
BOND FIN \$	0								
PT CHG ORD \$	987,800								
TOTAL CST \$	25,755,400								

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

Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost		Projected Revenue	
						Total Project Cost (in 2014 dollars)	Year of Expenditure Cost	Federal Revenue	Other Revenue(RMA and Local Sources)
7, 11	0086-14-061	Loop 20	SH 359 to Spur 400	Widen existing bridge	2015	\$10,245,646	\$10,655,472	\$8,524,378	\$2,131,094
1, 2, 4	0086-14-062	Loop 20	1.09 S. of Spur 400 to Spur	New Nonfreeway	2015	\$16,936,138	\$17,613,584	\$1,506,867	\$16,106,717
8	0018-06-168	IH 35	At US 59 intersection	Improve traffic signal on	2015	\$96,146	\$99,992	\$81,702	\$18,290
8	0038-01-076	US 83	Palo Blanco to SH 359	Improve traffic signals -	2015	\$124,873	\$129,868	\$109,625	\$20,243
8	0038-01-077	US 83	Cielito Lindo to Palo Blanco	Improve traffic signals – interconnect signals	2015	\$171,131	\$177,976	\$131,375	\$46,601
8	0086-01-077	US 83	IH 35 to SH 359	Improve traffic signals -	2015	\$174,922	\$181,919	\$153,625	\$28,294
8	0542-01-079	US 59	IH 35 to Arkansas	Improve traffic signals -	2015	\$140,963	\$146,602	\$123,750	\$22,852
8	2150-04-057	FM 1472	At Loop 20	Improve traffic signal, interconnect signals, and	2015	\$90,700	\$94,328	\$77,074	\$17,254
8	2150-04-060	FM 1472	Killam Industrial Blvd	Install raised median	2015	\$149,669	\$155,656	\$128,438	\$27,218
9	9	Alexander Hike and Bike Trail	Zacate Dam to Del Mar Blvd	Construct hike and bike trail	2015	\$986,078	\$1,025,521	\$1,025,521	\$0
10	0086-14-051	Loop 20	0.50 mi west of Milo interchange to 3000 feet east of Havana	Schematic, environmental, ROW-survey/mapping & PSE	2015	\$4,256,385	\$4,426,640	\$4,000,845	\$425,795
11	0922-00-060	VA	Districtwide	Upgrade bridge rail and MBGF	2015	\$3,059,036	\$3,181,397	\$2,500,000	\$681,397
12	0038-01-081	US 83	Cielito-Lindo Blvd (NB) to Espejo Molina Rd (NB)	Resurface of existing highway	2015	\$253,823	\$263,976	\$6,593,622	\$0
1,2M, 11	0086-14-066	Loop 20	0.45 m. east of Internation Blvd.to 0.25 m. west of Mcpherson	Construction of interchange	2016	\$21,059,119	\$22,777,543	\$583,634	\$22,193,909
9	E-01	Manadas Creek Hike and Bike Trail, Phase III	United High School to Loop 20	Construct hike and bike trail	2016	\$886,846	\$959,213	\$959,213	\$0
10	0086-14-058	Loop 20	East of International Blvd to US 59/Loop 20 interchange	Schematic, environmental, ROW-survey/mapping & PSE	2016	\$3,880,224	\$4,196,850	\$3,500,000	\$696,850
11	0922-00-056	VA	Districtwide	Upgrade bridge rail and MBGF	2016	\$3,089,177	\$3,341,254	\$2,500,000	\$841,254

Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost		Projected Revenue	
						Total Project Cost (in 2014 dollars)	Year of Expenditure Cost	Federal Revenue	Other Revenue(RMA and Local Sources)
Local	0922-33-165	Hachar Parkway	FM 1472 to 0.1 m. E. of Beltway Parkway	Schematic, environmental for 5.07 miles of 5 lane rural roadway	2016	\$1,016,063	\$1,016,063	\$0	\$1,016,562
10 (CBI)	0922-33-166	Hachar Parkway	0.1 m. E. of Beltway Parkway to IH 35	Schematic, environmental, and preliminary engineering for a 5 lane rural roadway.	2016	\$300,000	\$300,000	\$300,000	\$60,000
Prop 1 (Cat 2) and 7	2150-04-067	FM 1472 (Mines Rd.)	Killam Industrial Blvd to 0.3 miles north of Mueller Blvd.	Construct one additional northbound travel lane, and the design and partial reconstruction of the existing outside lane.	2016	\$5,782,000	\$5,782,000	\$1,300,000	\$0
2, 7, 12	1/0086-14-065	Loop 20	At IH 35	Construct overpass and approach roadways	2017	\$22,727,143	\$25,564,945	\$25,564,945	\$0
8	0922-33-152	McPherson Rd	At Calton Rd	Install raised median	2017	\$231,362	\$260,251	\$203,829	\$56,422
8	0922-33-153	McPherson Rd	At Del Mar Blvd	Install raised median and add right turn lane	2017	\$573,721	\$645,358	\$505,445	\$139,913
8	0922-33-154	McPherson Rd	At International Blvd	Install raised median	2017	\$347,446	\$390,830	\$306,098	\$84,732
9	E-02	Manadas Creek Hike and Bike Trail, Phase IV	McPherson Rd to North Central Park	Construct hike and bike trail	2017	\$335,305	\$377,172	\$377,172	\$0
11	0922-33-149	Chacon Creek	Eastwoods Park to US 59	Construction of a pedestrian trail at Chacon Creek in Laredo (Phase 3)	2017	\$1,786,746	\$2,009,846	\$1,410,000	\$599,846
9, local	0922-33-170	Zacated Creek Hike and Bike Trail	Zacate Creek	Design and construction of hike and bike trail.	2017	1,250,000*	\$1,416,278	\$1,000,000	\$250,000
7	0922-33-175	Hachar Parkway	FM 1472 to IH 35	PS&E and Row mapping for 5 lane rural road	2017	\$1,452,866	\$1,634,277	\$1,307,421	\$326,855
10-CBI	0922-14-081	IH 35	IH 35 and Loop 20	ITS for interchange facility over IH35	2017	\$924,556	\$1,040,000	\$800,000	\$240,000

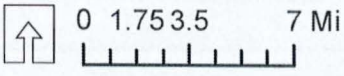
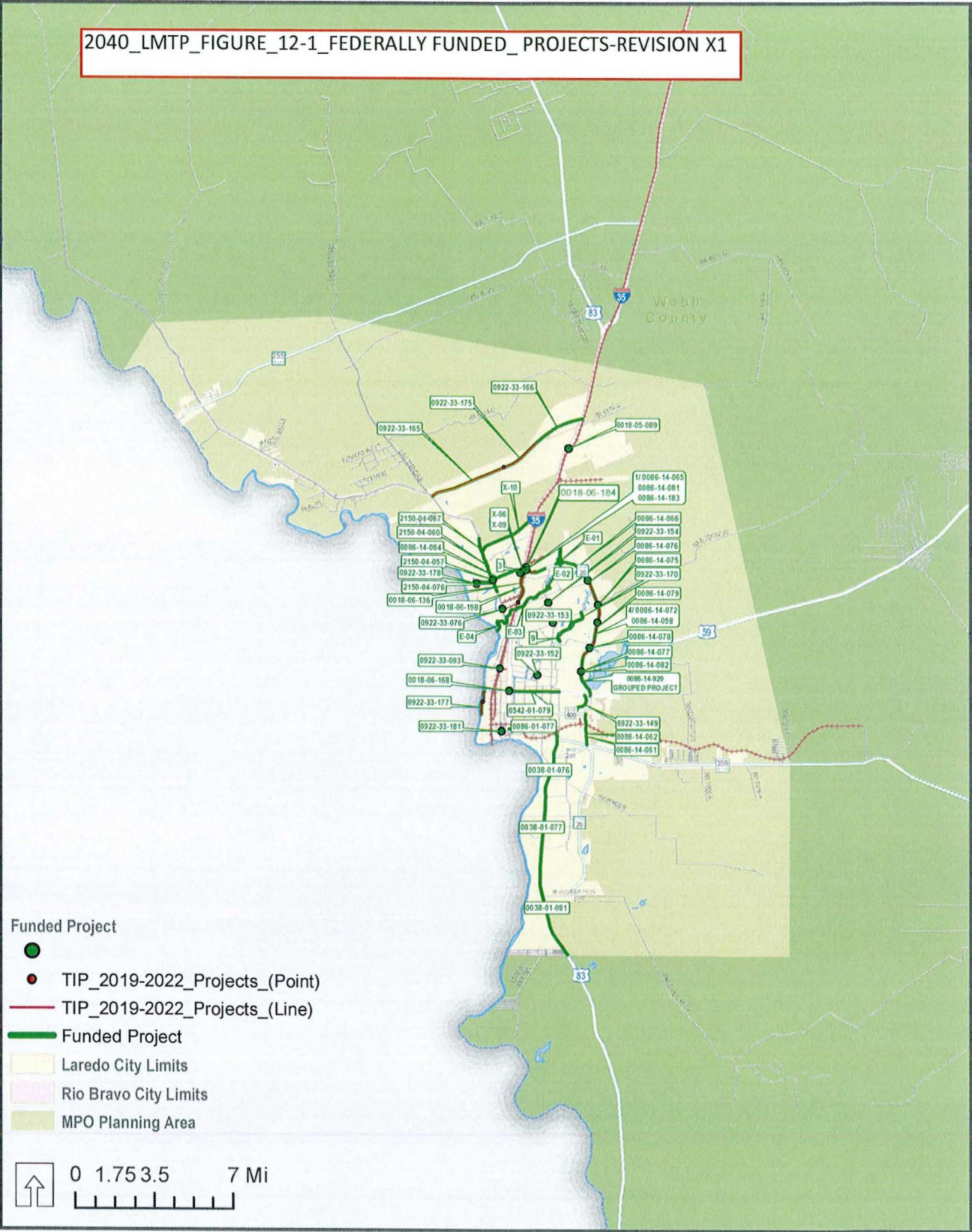
Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost		Projected Revenue	
						Total Project Cost (in 2014 dollars)	Year of Expenditure Cost	Federal Revenue	Other Revenue(RMA and Local Sources)
2, 7	3	Loop 20	At IH 35	Construct ramps from IH 35 southbound to Loop 20 eastbound, and from Loop 20 westbound to IH 35 southbound	2018	\$44,200,000	\$51,707,748	\$9,276,602	\$42,431,146
9	E-03	Manadas Creek Hike and Bike Trail, Phase V	IH 35 to McPherson Rd	Construct hike and bike trail	2018	\$654,910	\$766,152	\$766,152	\$0
9	E-04	Manadas Creek Hike and Bike Trail, Phase VI	Rio Grande River NW of water treatment plant	Construct hike and bike trail	2019	\$746,471	\$908,196	\$908,196	\$0
11	0922-00-951	VA	Districtwide	Upgrade bridge rail and MBGF	2019	\$3,089,178	\$3,758,457	\$2,500,000	\$1,258,457
12	0018-06-184	IH35	0.50 miles south of US 59 to 0.50 miles east of IH 35	Direct connector #8	2020				
4	0018-06-183	IH 35	.5 miles S. of US59-SL20 to .5 miles east of IH35/US59-SL20	Construct direct connector interchange (DC#5)	2020	\$30,412,668	\$34,637,499	\$31,173,749	\$3,463,750
10	0922-33-093	Calton Rd	Santa Maria Ave	Construct overpass	2020	\$18,464,190	\$21,249,609	\$11,499,829	\$9,749,780
10	0922-33-076	At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr		Re-align intersection	2020	\$2,761,130	\$1,987,857	\$1,098,378	\$889,479
9	0922-33-177 (prev. 0922-33- MSC 900)		Anna Park to LCC campus	River Vega Hike and Bike Trail	2020	\$797,766	\$970,604	\$652,638	\$317,966
7, 10	4/0086-14-072	Loop 20	International Blvd to US 59	Upgrade to interstate standards	2020	\$101,058,139	\$175,000,000	\$6,897,669	\$168,102,331
11	0922-00-953	VA	Districtwide	Upgrade bridge rail and MBGF	2020	\$3,089,177	\$3,908,795	\$2,500,000	\$1,408,795
11	0018-06-198	IH 35	0.38m S. of US59/IH59 INT to 0.80 m N. of US59/IH59 INT	widen from 4 lanes to 6 lanes	2020	5,874,793*	\$5,622,994	\$4,498,395	\$1,124,599
11	2150-04-076	FM 1472	Big Bend Blvd. to Killam Industrial Blvd	widening of pavement to provide additional travel lane	2020	4,140,230*	\$3,529,909	\$2,823,927	\$705,982

Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost		Projected Revenue	
						Total Project Cost (in 2014 dollars)	Year of Expenditure Cost	Federal Revenue	Other Revenue(RMA and Local Sources)
11	0086-14-084	IH 69W	World Trade Bridge GSA Facility to IH 35	Widening of existing freeway to 6 lanes	2020	18,088,555*	\$17,311,349	\$13,849,079	\$3,462,270
1, 2,4,12	0018-06-136	IH 35	Shiloh Dr. to .25 m N. of US 59/IH 69W	Widen mainlanes and construct overpass	2020	\$54,742,802	\$67,435,054	\$53,948,043	\$13,487,011
2,12	0086-14-078	US 59	.5 miles N of Jacaman to .5 miles S of Jacaman	Construct interchange	2021	\$19,962,291	\$22,438,723	\$17,950,979	\$4,487,744
7	0922-33-165	Hachar Parkway	FM 1472 to 0.1 m. E. of Beltway Parkway	Prel. Eng./Construction of 5.07 miles of 5 lane rural roadway	2021	\$26,077,429	\$32,339,796	\$25,871,837	\$6,467,959
10	0922-33-178	World Trade Bridge (Insp. Booths)	World Trade Bridge		2021	\$9,612,067	\$12,067,384	\$9,653,907	\$2,413,477
RMA (local)	X-10	Vallecillo Rd.	FM 1472 to IH 35	Schematic and environmental for construction of 5 lane roadway	2021	\$266,699	\$300,000	\$0	\$300,000
11	0922-00-955	VA	Districtwide	Upgrade bridge rail and MBGF	2021	\$3,089,178	\$4,065,147	\$2,500,000	\$1,565,147
9 TAP	0922-33-181	City Streets (CS)		ADA bus stops and bicycle plazas	2020	\$302,905	\$258,774	\$231,019	\$57,755
4	0018-05-089	IH 35	0.5 miles S. of Uniroyal Interchange to 1.0 N. of Uniroyal interchange	Replacement of existing bridge	2022	\$62,293,851	\$83,477,632	\$75,129,869	\$8,347,763
2	0086-14-075	US 59	0.5 mi. S. of Del Mar to 0.5 mi. N. of Del Mar	Construct interchange	2022	\$23,957,067	\$30,692,033	\$24,553,627	\$6,138,406
2	0086-14-079	US 59	0.5 mi. S. of University to 0.5 mi. N of University	construct grade separation	2022	\$16,750,065	\$21,458,953	\$17,167,162	\$4,291,791
11	0922-00-960	VA	Districtwide	Upgrade bridge rail and MBGF	2022	\$3,089,178	\$4,227,753	\$2,500,000	\$1,727,753
2	0086-14-076	US 59	0.5 mi. S. of Shiloh Rd to 0.5 mi. N. of Shiloh Rd.	Construct interchange	2022	\$21,372,487	\$27,380,859	\$21,904,688	\$5,476,172
11	0922-00-970	VA	Districtwide	Upgrade bridge rail and MBGF	2023	\$3,089,178	\$4,396,863	\$2,500,000	\$1,896,863
7	0922-33-166	Hachar Parkway	0.1 m. E. of Beltway Parkway to IH 35	Construction of 5 lane rural road	2023	\$24,190,742	\$34,430,969	\$17,152,535	\$17,278,434

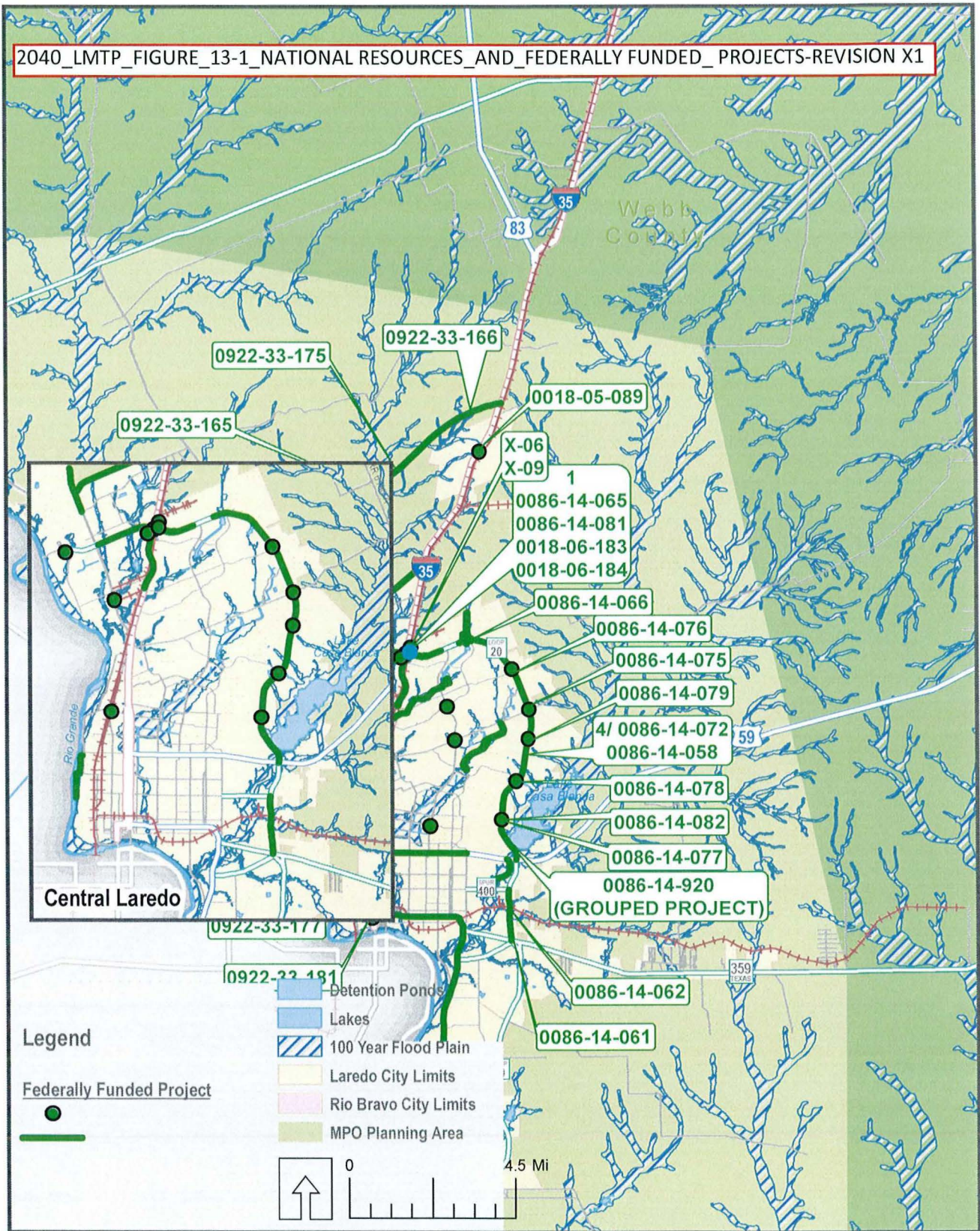
Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost		Projected Revenue	
						Total Project Cost (in 2014 dollars)	Year of Expenditure Cost	Federal Revenue	Other Revenue(RMA and Local Sources)
2/Prop1	0086-14-077	US 59	International Airport	Construct interchange	2024	\$14,947,015	\$22,125,233	\$12,306,676	\$9,818,557
7	X-06	IH 35	At Loop 20	Construct ramp from Loop 20 Westbound to IH 35 Northbound	2037	\$35,520,000	\$87,546,696	\$7,454,863	\$80,091,833
7	X-09	IH 35	At Loop 20	Construct ramp from Loop 20 Eastbound to IH 35 Southbound	2039	\$35,520,000	\$94,690,506	\$7,454,863	\$87,235,643
Total						\$661,134,667	\$980,556,355	\$452,299,261	\$530,028,961

* in year indicated dollars

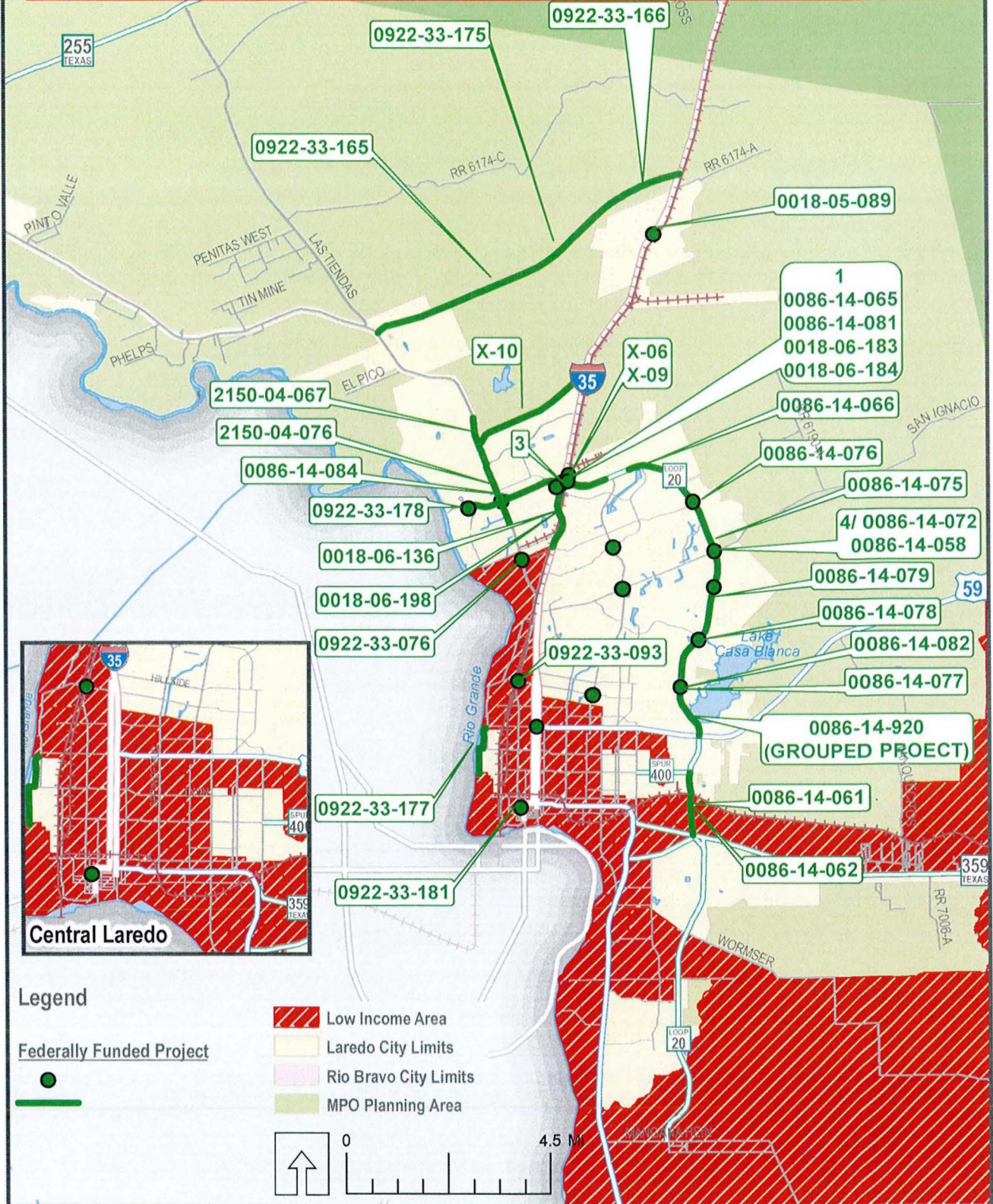
2040_LMTP_FIGURE_12-1_FEDERALLY FUNDED_ PROJECTS-REVISION X1



2040_LMTP_FIGURE_13-1_NATIONAL_RESOURCES_AND_FEDERALLY FUNDED_PROJECTS-REVISION X1



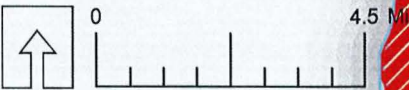
2040_LMTP_FIGURE_13-3_LOW_INCOME_AND_FEDERALLY FUNDED_PROJECTS-REVISION X1



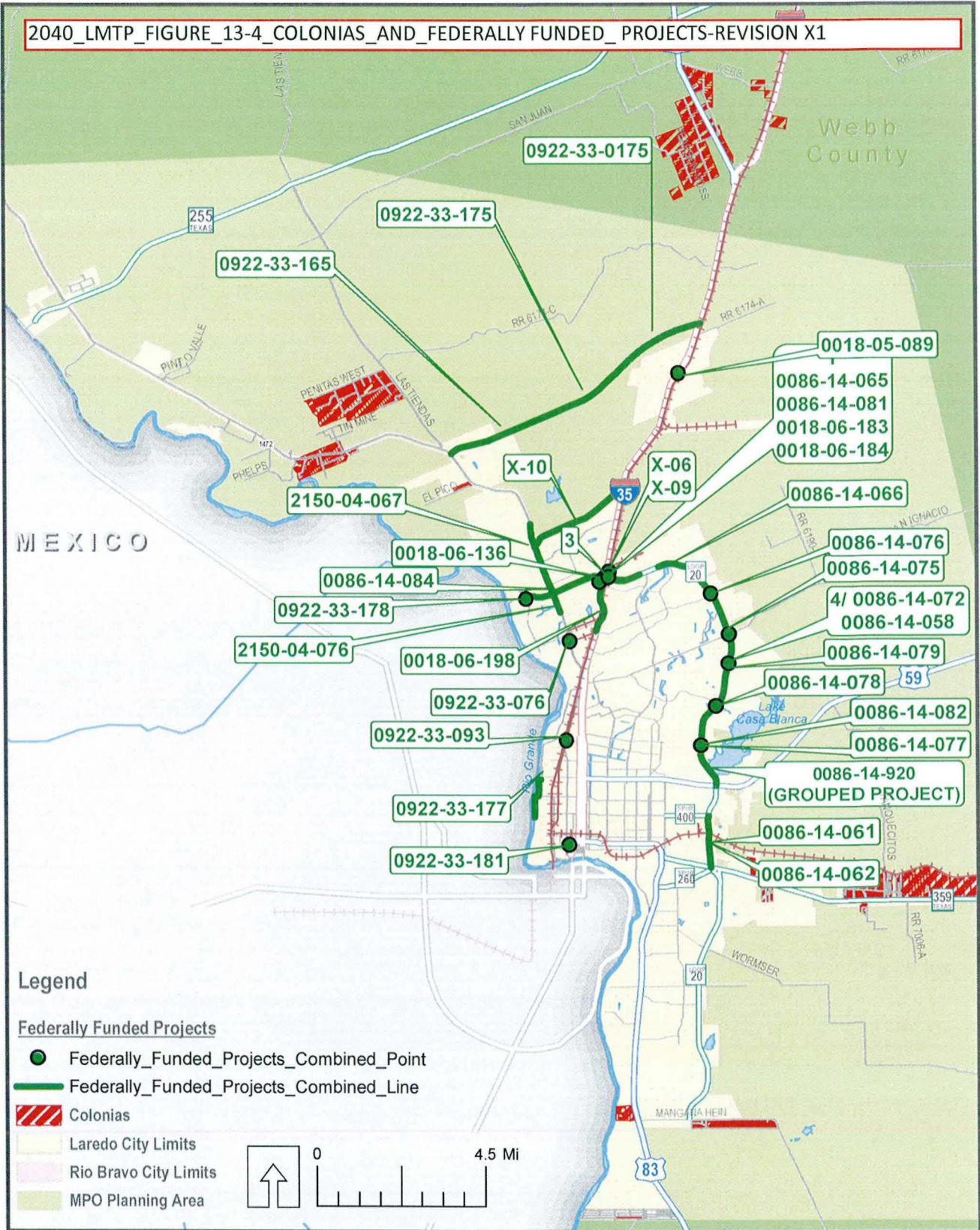
Legend

Federally Funded Project

- Low Income Area
- Laredo City Limits
- Rio Bravo City Limits
- MPO Planning Area



2040_LMTP_FIGURE_13-4_COLONIAS_AND_FEDERALLY FUNDED_PROJECTS-REVISION X1





IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

- F. Presentation with possible action by CDM Smith on the proposed 2020-2045 Metropolitan Transportation Plan (MTP) proposed project list.
- G. Appointment of Councilmember George Altgelt as the Laredo Mass Transit Board representative for the MPO.
- H. Discussion with possible action on Springfield Rd.
- I. Discussion with possible action on Cuatro Vientos Rd.
- J. Discussion with possible action on future reconfiguration of IH-35 serving the Mall del Norte.
- K. Discussion with possible action on the River Road Project.
- L. Discussion with possible action on Hachar-Reuthinger.

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

- A. Status report by Vanessa Guerra, MPO Staff, on fiscal year 2019 carryover funds.
- B. Status report by TxDOT on ongoing projects.
- C. Status report by the Regional Mobility Authority (RMA).

River Road Item

PROPOSED ROUTE IF FROM END TO END



RIVER-BANK ROAD*

& ITS POSSIBILITIES

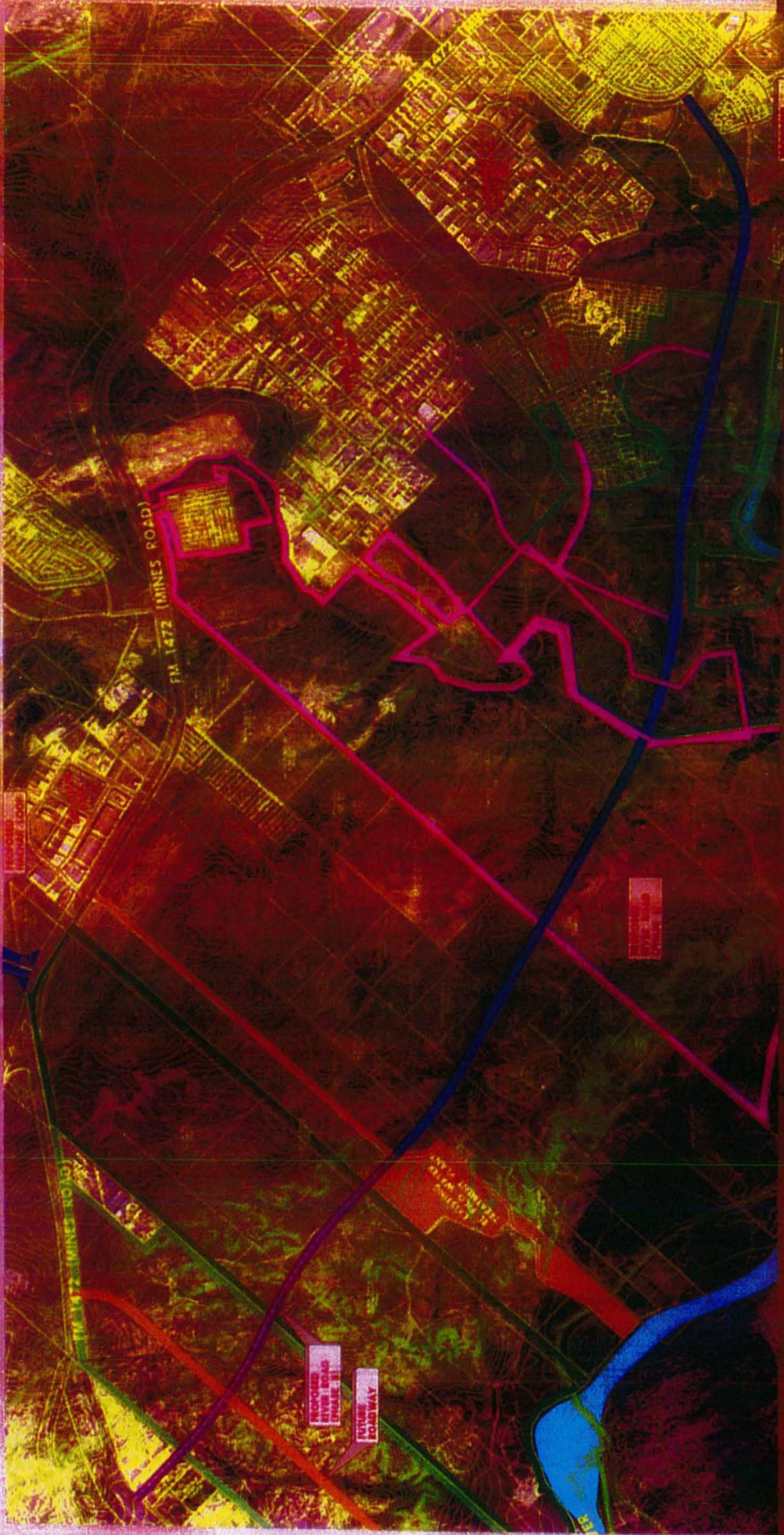
TRANSFORMING MINES ROAD INTO A PLACE TO SEE AND ENJOY A NICE DAY'S RIDE.

RESIDENTIAL HOME VALUES IN LA BOTA WILL GO UP AS WELL AS THE DEMAND FOR NEW AFFORDABLE HOMES TO THE AREA, NOT TO MENTION BORDER AND PASSENGER CAR SAFETY.

EMERALD RIVER-VIEW DEVELOPMENT IS ALSO WILLING TO CONTRIBUTE UP TO 1 MILLION TO EXTEND VERDE ROAD TO INTERSECT RIVER-BEND ROAD. THIS EXTENSION WILL EVENTUALLY CONNECT STRAIGHT SHOT TO IH35 WHEN THE PEOPLES ROAD IS EXTENDED AS PER THE DEVELOPMENT PLANS OF THE HACHAR TRUST.

* MOST LAND OWNERS HAVE AGREED TO DONATE LAND FOR THE ROAD PATH

PROPOSED ROUTE IF FROM END TO END



Estimated Cost to build a 2 Lane Road with Current city standards 3.7 miles estimated \$9.3m all the way to Vidal Cantu land or \$1.3m all the way to Mines Rd Intersection. Refer to this Letter by Porras Engineering



August 25, 2017

Joe Medina
Emerald River View Development, LTD
1205 E. Hillside Rd
Laredo, Texas 78041

Ref: River Road - Conceptual Alignment & Construction Cost Estimate

Mr. Medina,

As you requested, we have updated the conceptual alignment of River Road from River Bank Road to Vidal Cantu Boulevard. Exhibit 1 shows this route with related roadway distances. Estimating roadway construction cost is highly dependent on the pavement design criteria, roadway width, drainage requirements, right-of-way acquisition costs, and a variety of other parameters.

As a base option, a two-lane rural roadway with roadside ditches and cross-drainage culverts could be designed and constructed using current City of Laredo standards for roughly \$2.5 million per mile if right-of-way was dedicated without cost. Using this criterion, the 3.7 mile section from River Bank to Vidal Cantu would cost around \$9.3 million. If pursued, the extra 1.5 mile extension to Mines Road would add \$3.8 million for a total cost of approximately \$13 million.

If the roadway is federally funded, stricter design and construction standards will be required, including stronger pavement, larger drainage structures, wider roadway and right-of-way, etc. Under these criteria, roadway design and construction cost would be closer to \$4 million per mile not including right-of-way dedication cost. The 3.7 mile section from River Bank to Vidal Cantu would cost around \$16 million. The 1.5 mile extension to Mines Road would add \$8 million for a total cost of roughly \$24 million.

We hope this information is helpful in projecting potential roadway costs. However, it is critical to note that these estimates are conceptual opinions and shall not construed or implied as a guarantee of final project cost, which will be based on contractor's bids and is inherently out of our control. Please call us if you have any questions.

Sincerely,


Wayne Nance, PE, RPLS

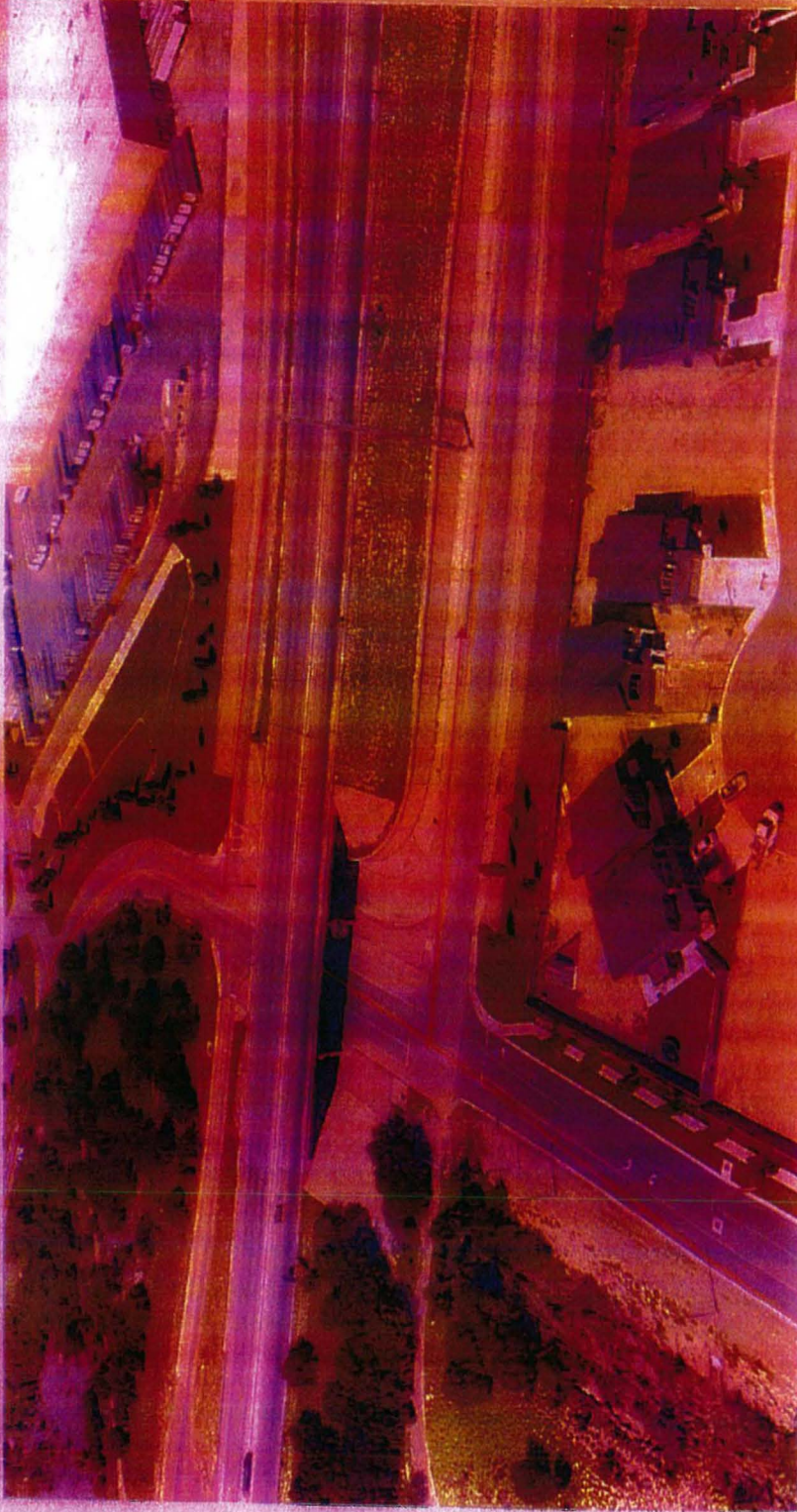


End

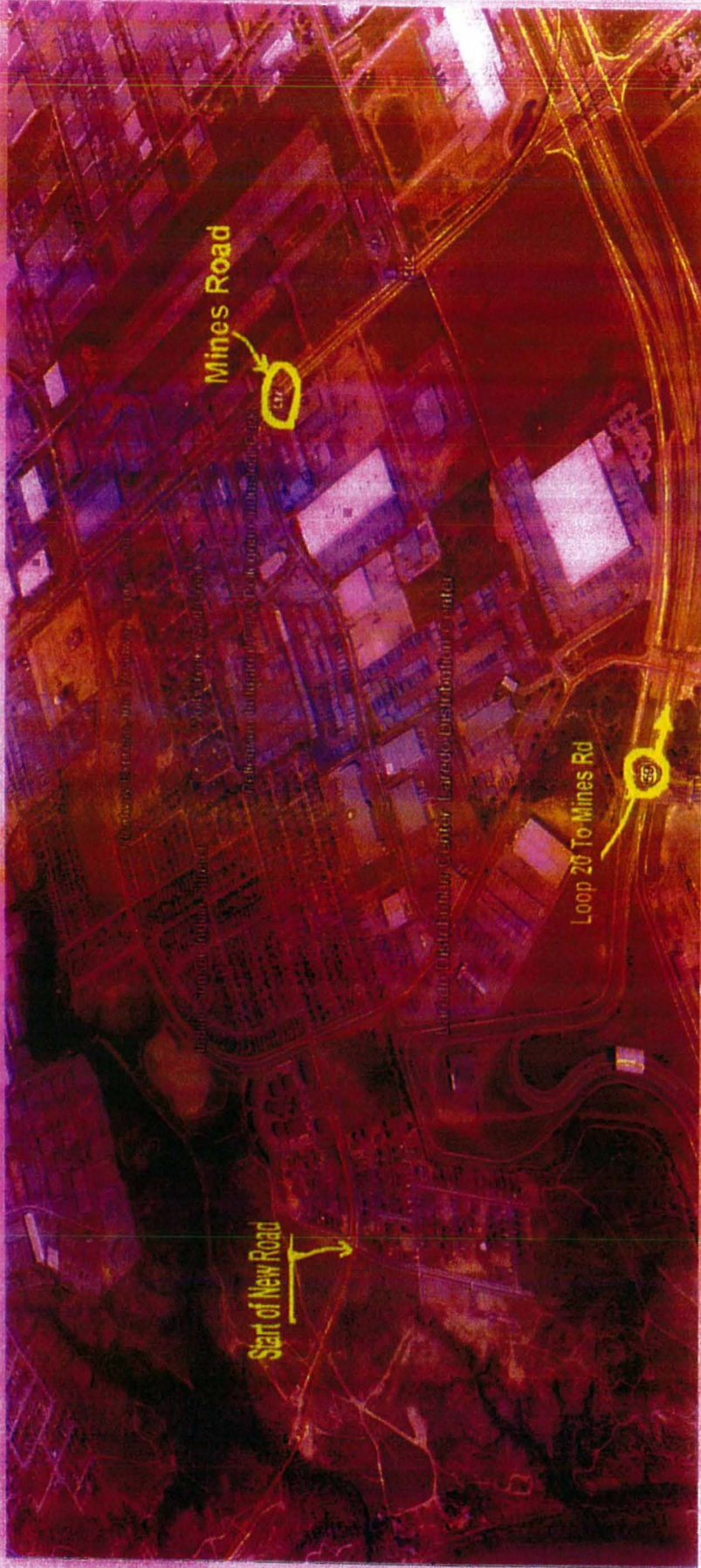
SOUTH EAST EXIT ROUTE FROM RIVER BANK RD TO MINES RD



LOOP 20 EXITS AND ENTRIES TO RIVER BANK RD



OVERVIEW OF EXITS & ENTRIES. TO AND FROM -TO MINES RD OR LOOP 20.



POSSIBLE ROADS INCLUDING EXTENDING VERDE RD TO INTERSECT RIVER BANK ROAD & BACK DOOR FOR LA BOTA



Hachar-Reuthinger Item

City Council-Regular

Meeting Date: 08/05/2019

Staff Source: J. K. Snideman

SUBJECT

2019-R-109 Authorizing the Co-Interim City Managers to execute an Interlocal Cooperation Agreement by and between the City of Laredo and Webb County for the preliminary engineering including schematic and environmental for the Hachar-Reuthinger Extension (F.M. 1472 to IH-35 West Frontage Road); and declaring an effective date. Funds are available in the 2016 Tax T/E CO Bond.

PREVIOUS COUNCIL ACTION

N/A

BACKGROUND

The City of Laredo (the "City") and the County of Webb (the "County") desire to cooperate and collaborate on the Preliminary Engineering including Schematic and Environmental for the Hachar-Reuthinger Road from F.M. 1472 to the IH-35 West Frontage Road. The State of Texas, by and through the Laredo District of the Texas Department of Transportation has requested that one local government be designated to submit one schematic and environmental document which includes both the N.D. Hachar tract and the Reuthinger Living Trust tract (being from Mines Road FM 1472 to the IH-35 West Frontage Road). By this Interlocal Cooperation Agreement, the City and County designate the County as the local government responsible for submitting a single, unified schematic and environmental to the State of Texas.

COMMITTEE RECOMMENDATION

N/A

STAFF RECOMMENDATION

Staff recommends approval of this Resolution.

	Fiscal Impact
Fiscal Year:	2018-2019
Budgeted Y/N?:	Y
Source of Funds:	2016 Tax T/E CO Bond
Account #:	470
Change Order: Exceeds 25% Y/N:	

FINANCIAL IMPACT:

Funds are available in the 2016 CO Bond.

Accounts: 470-9853-535-8526 and 470-9853-535-9724.

Attachments

Hachar Reuthinger Extension Interlocal

Resolution

Letter

**INTERLOCAL COOPERATION AGREEMENT
BETWEEN THE CITY OF LAREDO AND THE COUNTY OF WEBB
Preliminary Engineering including Schematic and Environmental
For the Hachar-Reuthinger Extension
(F.M. 1472 to IH-35 West Frontage Road)**

This agreement is entered into between the County of Webb, a political subdivision of the State of Texas, hereinafter referred to as "County" and the City of Laredo, a municipal corporation and home rule city, hereinafter referred to as "City" pursuant to Chapter 791 Texas Government Code;

WHEREAS, County and City desire to cooperate and collaborate on the Preliminary Engineering including Schematic and Environmental for the Hachar-Reuthinger Road from F.M. 1472 to the IH-35 West Frontage Road.; and

WHEREAS, County and City each have the authority to conduct Preliminary Engineering including Schematic and Environmental; and

WHEREAS, County has entered into an Advance Funding Agreement with the State of Texas, by and through the Texas Department of Transportation, to provide Preliminary Engineering including Schematic and Environmental for Hachar Road extension from 0.1 miles east of Beltway Parkway to IH-35 West Frontage Road (across Reuthinger Living Trust Property); and

WHEREAS, the City of Laredo has entered into an agreement with VERDE CORP., a Texas Corporation, to develop and submit a schematic, environmental document (covering the proposed alignment of an approximate 400 ft. wide strip of land which crosses the N.D. Hachar tract from Mines Road (FM 1472) traversing the property to approximately 0.1 mile east of Beltway Parkway) and to coordinate its efforts with Webb County's efforts to prepare and submit a single, unified schematic and environmental assessment; and

WHEREAS, County and City have retained the services of a consultant to prepare the Preliminary Engineering, Schematic and Environmental in sufficient detail to request a Finding of No Significant Impact (FONSI) from TxDOT; and

WHEREAS, the State of Texas, by and through the Laredo District of the Texas Department of Transportation has requested that one local government be designated to submit one schematic and environmental document which includes both the N.D. Hachar tract and the Reuthinger Living Trust tract (being from Mines Road FM 1472 to the IH-35 West Frontage Road); and

WHEREAS, County and City find that it is in the best interest of the public to designate County as the local government responsible for submitting a single, unified schematic and environmental to the State of Texas.

Now, therefore, City and County agree as follows:

- Section 1. County agrees to pay for the Preliminary Engineering, Schematic and Environmental across the Reuthinger Living Trust property.
- Section 2. City agrees to pay for the Preliminary Engineering, Schematic and Environmental across the N.D. Hachar Trust property.

- Section 3. County shall be responsible for coordinating the efforts of consultant/s and ensure that Preliminary Engineering, Schematic and Environmental document is produced by City and County's consultant and submitted to TxDOT in sufficient detail to request a Finding of No Significant Impact (FONSI).
- Section 4. County shall be responsible for submitting one Preliminary Engineering, Schematic and Environmental document to TxDOT and request a Finding of No Significant Impact (FONSI) from TxDOT.
- Section 5. It is agreed and acknowledged by both parties hereto that each shall pay consultant/s as per their contracts with consultant/s
- Section 6. Any additional cost associated with additional services to be performed shall be the sole obligation of the party incurring them.
- Section 7. Any notices required to be sent by or to either party, or which either party may desire to serve upon the other, shall be in writing and shall be served by either personal delivery or mail, or mail addressed as follows:
- TO THE COUNTY:
 Webb County Judge
 Webb County Courthouse
 3rd Floor
 1000 Houston
 Laredo, Texas 78040
- TO THE CITY:
- | | | |
|---------------------|----------|---------------------|
| City Manager | copy to: | City Attorney |
| City Hall | | 1110 Houston St. |
| 1110 Houston | | Laredo, Texas 78040 |
| Laredo, Texas 78040 | | |
- Section 8. Inconsistencies. Where there exists any inconsistency between this Agreement and other provisions of collateral contractual agreements that are made a part hereof by reference or otherwise, the provisions of this Agreement shall control.
- Section 9. Severability. Each paragraph and provision hereof is severable from the entire Agreement and if any provision is declared invalid, the remaining provisions shall nevertheless remain in effect.
- Section 10. Prohibition against Assignment. There shall be no assignment or transfer of this Agreement without the prior written consent of both parties hereto.
- Section 11. Law of Texas. This Agreement shall be governed by and construed in accordance with the laws of the State of Texas and shall be enforced in Webb County, Texas.
- Section 12. Entire Agreement. This Agreement incorporates all the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof.

- Section 13. Amendment. No changes to this Agreement shall be made except upon written agreement of both parties.
- Section 14. Waiver. The failure on the part of any party to exercise or to delay in exercising, and no course of dealing with respect to any right hereunder shall operate as a waiver thereof, nor shall any single or partial exercise of any right hereunder preclude any other or further exercise thereof or the exercise of any other right. The remedies provided herein are cumulative and not exclusive of any remedies provided by law or in equity, except as expressly set forth herein.
- Section 15. Counterparts. This Agreement may be executed in any number of and by the different parties hereto on separate counterparts, each of which when so executed shall be deemed to constitute an original, and such counterparts shall together constitute but one and the same document.
- Section 16. Terminology and Definitions. All personal pronouns used herein, whether used in the masculine, feminine, or neutral, shall include all other genders; the singular shall include the plural and the plural shall include the singular.
- Section 17. No rights created. This Agreement is not intended to and does not create any rights or interest in persons not a party hereto.
- Section 18. Immunity. Neither County or City waive or relinquish any immunity or defense on behalf of themselves, their trustees, commissioners, offices, employees and agents as a result of the execution of this Agreement and performance of the functions and obligations described herein.
- Section 19. This Agreement becomes effective when signed by the last party whose signing makes the Agreement fully executed.

This contract was approved by the Commissioners Court of Webb County on the ____ day of July, 2019, and by the City Council of the City of Laredo, on the _____ day of _____, 2019.

ATTEST:

WEBB COUNTY
A political subdivision of the
State of Texas

Margie Ramirez Ibarra
Webb County Clerk

Tano E. Tijerina
Webb County Judge
Signed this ____ day of _____, 2019.

APPROVED AS TO FORM:

Nathan R. Bratton
General Counsel
Civil Legal Division

*By law, the County Attorney's Office may only advise or approve contracts or legal documents on behalf of its clients. It may not advise or approve a contract or legal document on behalf of other parties. Our review of this document was conducted solely from the legal perspective of our client. Our approval of this document was offered solely for the benefit of our client. Other parties should not rely on this approval, and should seek review and approval of their own respective attorney(s).

CITY OF LAREDO
A Texas municipal corporation.

ATTEST:

Jose A. Valdez, Jr.
City Secretary

APPROVED AS TO FORM:

Kristina Laurel Hale
City Attorney

Rosario C. Cabello
Interim Co-City Manager
Signed this ____ day of _____, 2019.

Robert A. Eads
Interim Co-City Manager
Signed this ____ day of _____, 2019.

RESOLUTION NO. 2019-R-___

AUTHORIZING THE CO-INTERIM CITY MANAGERS TO EXECUTE AN INTERLOCAL COOPERATION AGREEMENT BY AND BETWEEN THE CITY OF LAREDO AND WEBB COUNTY FOR THE PRELIMINARY ENGINEERING INCLUDING SCHEMATIC AND ENVIRONMENTAL FOR THE HACHAR-REUTHINGER EXTENSION (F.M. 1472 TO IH-35 WEST FRONTAGE ROAD); AND DECLARING AN EFFECTIVE DATE.

WHEREAS, the City of Laredo and other local governments can act by and through their authorized officers to execute this Agreement pursuant to Texas Government Code, Chapter 791, known as the Interlocal Cooperation Act; and

WHEREAS, the City of Laredo (the "City") and the County of Webb (the "County") desire to cooperate and collaborate on the Preliminary Engineering including Schematic and Environmental for the Hachar-Reuthinger Road from F.M. 1472 to the IH-35 West Frontage Road; and

WHEREAS, City and County each have the authority to conduct Preliminary Engineering including Schematic and Environmental; and

WHEREAS, the City of Laredo has entered into an agreement with VERDE CORP., a Texas Corporation, to develop and submit a schematic, environmental document (covering the proposed alignment of an approximate 400 ft. wide strip of land which crosses the N.D. Hachar tract from Mines Road (FM 1472) traversing the property to approximately 0.1 mile east of Beltway Parkway) and to coordinate its efforts with Webb County's efforts to prepare and submit a single, unified schematic and environmental assessment; and

WHEREAS, County has entered into an Advance Funding Agreement with the State of Texas, by and through the Texas Department of Transportation, to provide Preliminary Engineering including Schematic and Environmental for Hachar Road extension from 0.1 miles east of Beltway Parkway to IH-35 West Frontage Road (across Reuthinger Living Trust Property); and

WHEREAS, City and County have retained the services of a consultant to prepare the Preliminary Engineering, Schematic and Environmental in sufficient detail to request a Finding of No Significant Impact (FONSI) from TxDOT; and

WHEREAS, the State of Texas, by and through the Laredo District of the Texas Department of Transportation has requested that one local government be designated to submit one schematic and environmental document which includes both the N.D. Hachar tract and the Reuthinger Living Trust tract (being from Mines Road FM 1472 to the IH-35 West Frontage Road); and

WHEREAS, the City Council finds that it is in the best interest of the public to designate

the County as the local government responsible for submitting a single, unified schematic and environmental to the State of Texas.

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

Section 1: The Co-Interim City Managers are hereby authorized to enter into and execute an Interlocal Cooperation Agreement, attached hereto as Exhibit A, between the City of Laredo and the County of Webb for the Preliminary Engineering including Schematic and Environmental for the Hachar for the Hachar-Reuthinger Extension (F.M. 1472 to IH-35 West Frontage Road).

Section 2: This Resolution is effective immediately upon passage.

DULY PASSED BY THE CITY COUNCIL AND APPROVED BY THE MAYOR ON THIS THE _____ DAY OF _____, 2019.

PETE SAENZ
MAYOR

ATTESTED:

JOSE A. VALDEZ, JR.
CITY SECRETARY

APPROVED AS TO FORM:

KRISTINA K. LAUREL HALE
CITY ATTORNEY

BY: _____
CRISTIAN ROSAS-GRILLET
ASSISTANT CITY ATTORNEY



Sarah Santos
ssantos@dslawpc.com

July 23, 2019

WEBB COUNTY ENGINEERING DEPT.
Attn: Mr. Guillermo Cuellar
1620 Santa Ursula
Laredo, Texas 78040

Via E-mail: gbcuellar@webbcountytx.gov

Via Hand-Delivery

Received by:

MARTEA H. PALACIOS

Printed Name

OFFICE MANAGER

Title

Martea H. Palacios

Signature

Date Received:

7/23/19 3:08pm

Re: **Hachar-Reuthinger Loop Public Meeting Held July 9, 2019 / CSJ's No. 0922-33-165 and 0922-33-166**

Dear Mr. Cuellar,

Please be advised that my firm represents Webb Commercial Development, Inc. ("**Webb Commercial**"), a property owner that would be substantially affected by the proposed construction of the new Hachar-Reuthinger Highway from FM 1472 (Mines Road) to I-35 Frontage Road (the "**Proposed Highway**"). Kindly direct all future correspondence on this matter to me or my partner, Jason Davis.

By way of background, Webb Commercial purchased a tract of land containing 185.43 acres (the "**Webb Commercial Tract**") on or about August 19, 2015 from Lilia Jeanette Hachar, David A. Hachar, Lilia Ethel Jasso, Guadalupe Hachar de la Fuente Trust, Olga Hachar LaVaude Trust, George L. Hachar Trust, Guadalupe Hachar Didieu Trust, and Nicholas David Hachar Estate Trust (collectively, the "**Hachar Trust Parties**"). This tract is located between property owned by one or more Hachar Trust Parties and property owned by the Reuthinger Living Trust. The Proposed Highway purports to cross the Webb Commercial Tract at the southwest corner.

As the City of Laredo is aware, on or about October 21, 2014, representatives of Webb Commercial met with the City Manager and several City of Laredo department heads to discuss the fact the Webb Commercial held an option to purchase the Webb Commercial Tract through which the Proposed Highway was expected to run. At this meeting, Webb Commercial informed the City of Laredo's representatives that it was not agreeable to donating land for the Proposed Highway as it was purchasing such land from the Hachar Trust Parties for considerable compensation. After further discussion and representations to Webb Commercial that it stood to benefit from the four corners of the intersection of the Proposed Highway and Beltway Parkway, Webb Commercial informed the City that it would help facilitate the construction of the

Proposed Highway on the Webb Commercial Tract provided Webb Commercial was adequately compensated.

At or near the time that Webb Commercial purchased the Webb Commercial Tract, it was provided a copy of a March 11, 2015 "Hachar Loop Project Location Map" prepared by Dannenbaum Engineering ("Dannenbaum"), which showed the Proposed Highway's location and alignment. A copy of the same is attached as Exhibit A to this letter. Then, shortly after Webb Commercial purchased the Webb Commercial Tract, a representative of Dannenbaum contacted Webb Commercial to request access to the Webb Commercial Tract. Based on Webb Commercial's prior discussions with the City of Laredo, Dannenbaum's March 11, 2015 "Hachar Loop Project Location Map," and Webb Commercial's expectations arising from both, Webb Commercial provided the City of Laredo and Dannenbaum with written permission to enter upon the Webb Commercial Tract to perform the required engineering on the same.

After providing the requested access, Webb Commercial was not included in, consulted or privy to any discussions or design strategies with Dannenbaum or others regarding the alignment or location, or any changes thereto, of the Proposed Highway.

Given this background and these circumstances, while Webb Commercial is generally in favor of the Proposed Highway, it has never consented and does not intend to consent to the proposed taking without adequate and just compensation. Moreover, Webb Commercial has important concerns with regards to the most recent proposed alignment and location of the Proposed Highway across the Webb Commercial Tract.

Mrs. Irma G. Garza Montemayor, Webb Commercial's General Manager, submitted written comments and concerns on behalf of Webb Commercial at the Public Meeting held on July 9, 2019. A copy of the submission is attached as Exhibit B to this letter and incorporated herein by reference. As Mrs. Garza outlines and explains in her written comments, without adequate and just compensation for the proposed taking and certain concessions by adjoining landowners, the Proposed Highway would greatly harm Webb Commercial and cause Webb Commercial to incur substantial damages.

Specifically, the Proposed Highway, with its current location and alignment, would, among other things:

1. inflict undue hardship on Webb Commercial and cause Webb Commercial to incur substantial damages considering: (i) the proposed taking represents over 20% of the total Webb Commercial Tract; (ii) the price that Webb Commercial paid the Hachar Trust Parties per acre for the Webb Commercial Tract; (iii) the residual damage to the Webb Commercial Tract at three of the corners of the proposed intersection of the Proposed Highway and Beltway Parkway; and, (iv) the limited benefit of the Proposed Highway to the remaining Webb Commercial acreage given that it already has access to Interstate 35;
2. affect and negatively impact an approved plat that Webb Commercial obtained pertaining to the Webb Commercial Tract at a significant cost;

3. prevent Webb Commercial from being able to reasonably develop three of the four corners of the intersection between Beltway Parkway and the Proposed Highway;
4. leave undefined who bears the cost for the construction of the necessary extension of Beltway Parkway and the timeline for such construction;
5. negatively impact the use of Beltway Parkway if the proposed extension of Beltway Parkway is not built with the materials and to the specifications necessary to meet the required standards for use by heavy vehicles;
6. negatively impact the remaining acreage Webb Commercial Tract if the Proposed Highway does not extend to the property line between the Webb Commercial Tract and the Reuthinger tract; and
7. negatively impact the remaining acreage of the Webb Commercial Tract if the frontage roads and shoulders and associated retaining walls are not constructed to provide the proper support and access to the acreage that will front the Highway on both sides.

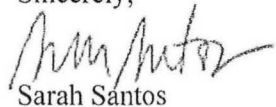
Moreover, Webb Commercial has concerns with regards to: (i) the access of the four corners created by the intersection of the Proposed Highway and Beltway Parkway to the access roads of the Proposed Highway given access restrictions at the intersection; (ii) the timing of the construction of the shoulders and the frontage roads, the elevation of the same, and the required retaining structures; (iii) the timing of construction of the full and ultimate design of the Proposed Highway in the section that crosses the Webb Commercial Tract; and (iv) the Proposed Highway terminating at 0.1 miles east of Beltway Parkway during Phase 1 rather than being extended to the property line between the Webb Commercial Tract and the Reuthinger tract.

Currently, neither Dannenbaum's March 11, 2015 "Hachar Loop Project Location Map" or any other schematics provided by Dannenbaum to date provide the location of the Webb Commercial Tract. Webb Commercial has made its own efforts to superimpose the Webb Commercial Tract on the schematics of the Proposed Highway and to compare the location and alignment proposed by Dannenbaum in 2015 to the location and alignment being proposed today. However, because Webb Commercial may not have all the specific information necessary to create an accurate depiction, Webb Commercial would request that Dannenbaum superimpose the Webb Commercial Tract on the schematics of the Proposed Highways and provide the same to Webb Commercial for review. Attached as Exhibit C is a copy of the Warranty Deed pertaining to the Webb Commercial Tract for use by Dannenbaum. If the revised schematics are acceptable to Webb Commercial, we would propose they be used by all parties to attempt to resolve the concerns and objections set forth in Exhibit B and herein.

Webb Commercial welcomes further dialogue on these and other concerns it has with the Proposed Highway and trusts that the above issues can be resolved amicably. We look forward to working with you and all other interested parties to reach agreements that are mutually beneficial to all.

If you have any questions or require any other information at this time, please do not hesitate to contact me or Jason Davis at 210-853-5882.

Sincerely,



Sarah Santos

Cc: Texas Department of Transportation *Via CMRRR: 7017 2620 0000 1409 6373*
Attn: David M. Salazar, Jr, P.E.
Laredo District Engineer
1817 Bob Bullock Loop
Laredo, Texas 78043-9770

City of Laredo *Via CMRRR: 7017 2620 0000 1409 6380*
Attn: The Honorable Pete Saenz, Mayor
1110 Houston Street
Laredo, Texas 78040

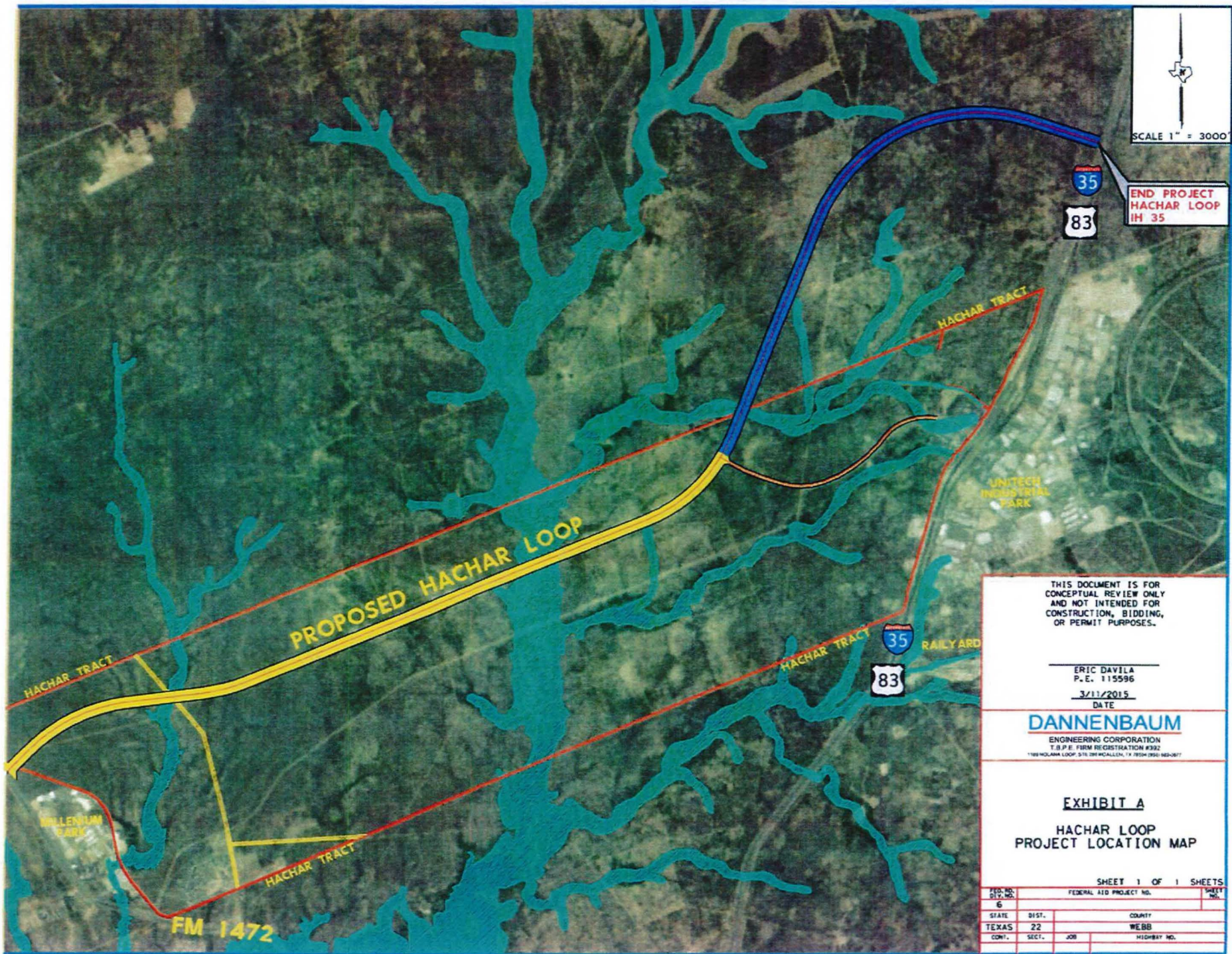
Verde Corp. *Via CMRRR: 7017 2620 0000 1409 6397*
Attn: Nicholas Van Steenberg, President
7718 McPherson Road, Suite 304
Laredo, Texas 78045

Webb County *Via CMRRR: 7017 2620 0000 1409 6403*
Attn: The Honorable Tano Tijerina,
Webb County Judge
1000 Houston St., 3rd Floor
Laredo, Texas 78040

Reuthinger Living Trust *Via CMRRR: 7018 1830 0000 5535 1452*
Attn: Viola Hortense Reuthinger, Trustee
2102 Gustavus St.
Laredo, Texas 78043-2339

Dannenbaum Engineering *Via CMRRR: 7018 1830 0000 5535 1469*
Attn: Gustavo O. Lopez, P.E. *Via E-mail: gustavo.lopez@dannenbaum.com*
Vice President / Director South Texas Transportation Division
415 Embassy Oaks, Suite 102
San Antonio, Texas 78216

Exhibit A



SCALE 1" = 3000'

END PROJECT
HACHAR LOOP
IH 35

THIS DOCUMENT IS FOR
CONCEPTUAL REVIEW ONLY
AND NOT INTENDED FOR
CONSTRUCTION, BIDDING,
OR PERMIT PURPOSES.

ERIC DAVILA
P. E. 115596
3/11/2015
DATE

DANNENBAUM
ENGINEERING CORPORATION
T. B. P. E. FIRM REGISTRATION #392
1188 MOLANA LOOP, SUITE 200 WOLLETON, TX 75080 (956) 962-0877

EXHIBIT A
HACHAR LOOP
PROJECT LOCATION MAP

SHEET 1 OF 1 SHEETS

FED. NO.		FEDERAL AID PROJECT NO.		SHEET NO.	
DIST. NO.				6	
STATE	DIST.	COUNTY			
TEXAS	22	WEBB			
CONTR.	SECT.	JOB	HIGHWAY NO.		

Exhibit B

Hachar-Reuthinger Loop CSJ's No. 0922-33-165 and 0922-33-166 Public Meeting July 9, 2019

The City of Laredo and Webb County thank you for attending this Public Meeting and welcome your comments on the proposed construction of the Hachar-Reuthinger Highway. Please complete the following information and place your completed sheet in the box or return it by mail to the Webb County Engineering Department, 1620 Santa Ursula, Laredo, Texas 78040, Attn: Guillermo Cuellar. Verbal comments can be made through the phone at (956) 523-5652. Comments must be received on or before July 23, 2019 to be part of the official meeting record.

Name: IRMA G. GARZA MONTEMAYOR

Organization or Affiliation: WEBB COMMERCIAL DEVELOPMENT INC. (WEBB)

Address: 7305 SAN DARIO AVE / SUITE 6 PMB #330
LAREDO, TX 78045

Telephone Number: +521 81 83 96 99 00 (956) 602-0699

Email Address: irma.garza@gruposanmarino.mx

Your comments (use additional sheets if necessary): I HAVE HAD A CONVERSATION WITH GUSTAVO LOPEZ (DANNENBAUM) DURING WHICH THE CONCERNS OF WEBB AND POSSIBLE SOLUTIONS WERE DISCUSSED. WEBB INTENDS TO PROVIDE A WRITTEN STATEMENT OF ITS POSITION TO TEX-DOT, THE CITY OF LAREDO AND DANNENBAUM PRIOR TO JULY 23, 2019. A SCHEMATIC ILLUSTRATING SOME OF THE CONCERNS OF WEBB WERE PROVIDED TO GUSTAVO LOPEZ. WEBB IS IN FAVOR OF THE PROJECT, BUT IS NOT IN FAVOR OF DONATING ALL OR SOME OF THE RIGHT OF WAY ON WEBB'S PROPERTY, UNLESS CONCESSIONS ARE MADE BY THE ADJOINING LANDOWNERS. THE AMOUNT OF WEBB ACREAGE NEEDED FOR THE RIGHT OF WAY WOULD IMPOSE AN UNDUABLE BURDEN ON WEBB CONSIDERING THE AMOUNT OF ACREAGE THAT WEBB OWNS, THE AMOUNT PAID FOR THE ACREAGE AND THE LIMITED BENEFIT TO THE REMAINING WEBB ACREAGE. IN ADDITION WEBB HAS A RECORDED PLAT THAT WILL BE NEGATIVELY IMPACTED



Hachar-Reuthinger Loop
CSJ's No. 0922-33-165 and 0922-33-166
Public Meeting
July 9, 2019

The City of Laredo and Webb County thank you for attending this Public Meeting and welcome your comments on the proposed construction of the Hachar-Reuthinger Highway. Please complete the following information and place your completed sheet in the box or return it by mail to the Webb County Engineering Department, 1620 Santa Ursula, Laredo, Texas 78040, Attn: Guillermo Cuellar. Verbal comments can be made through the phone at (956) 523-5652. Comments must be received on or before July 23, 2019 to be part of the official meeting record.

Name: _____

Organization or Affiliation: _____

Address: _____

Telephone Number: _____

Email Address: _____

Your comments (use additional sheets if necessary): BY THE TEXDOT RIGHT OF WAY AND THE SCHEDULED EXTENSION OF BELTWAY PARKWAY, IN ADDITION THE LOCATION OF THE INTERSECTION OF BELTWAY PARKWAY AND THE HACHAR-REUTHINGER LOOP PREVENTS THE COMMERCIAL, REASONABLE DEVELOPMENT OF THREE OF THE FOUR CORNERS OF SUCH INTERSECTION AS WELL AS THE PROPERTY LEADING UP TO THE INTERSECTION. THERE IS A CONCERN WITH RESPECT TO WHETHER THE EXTENSION OF BELTWAY PARKWAY WILL BE BUILT WITH THE MATERIALS NECESSARY TO WITHSTAND THE HEAVY AXLE COUNT AND WEIGHT THAT WILL BE CARRIED ON THE ROAD. THE ACCESS OF THE FOUR CORNERS TO THE ACCESS ROADS OF THE LOOP IS ALSO A CONCERN. IN ADDITION, THE TIMING OF THE CONSTRUCTION OF THE SHOULDER AND THE FRONTAGE ROADS, AS WELL AS THE ELEVATION THEY WILL BE BUILT AT AND THE REQUIRED RETAINING STRUCTURES ARE ALSO A CONCERN.

Hachar-Reuthinger Loop
CSJ's No. 0922-33-165 and 0922-33-166
Public Meeting
July 9, 2019

The City of Laredo and Webb County thank you for attending this Public Meeting and welcome your comments on the proposed construction of the Hachar-Reuthinger Highway. Please complete the following information and place your completed sheet in the box or return it by mail to the Webb County Engineering Department, 1620 Santa Ursula, Laredo, Texas 78040, Attn: Guillermo Cuellar. Verbal comments can be made through the phone at (956) 523-5652. Comments must be received on or before July 23, 2019 to be part of the official meeting record.

Name: _____

Organization or Affiliation: _____

Address: _____

Telephone Number: _____

Email Address: _____

Your comments (use additional sheets if necessary): WEBB ALSO OBJECTS TO
THE PROJECT TERMINATING AT 0.1 MILES EAST OF BELTWAY
PARKWAY. WEBB BELIEVES THAT THE LOOP SHOULD EXTEND TO
THE BOUNDARY OF THE HACHAR AND REUTHINGER TRACT.
WEBB BELIEVES ALL OF THOSE ISSUES CAN BE RESOLVED AND
LOOKS FORWARD TO WORKING WITH TEX-DAI, THE CITY OF
LAREDO AND ADJOINING LANDOWNERS IN REACHING THE
NECESSARY RESOLUTIONS.

SINCERELY

IRMA G. GARZA MONTSUYOL

GENERAL MANAGER

WEBB COMMERCIAL DEVELOPMENT INC.

JULY 9th, 2019.

Exhibit C

NOTICE OF CONFIDENTIALITY RIGHTS: IF YOU ARE A NATURAL PERSON, YOU MAY REMOVE OR STRIKE ANY OR ALL OF THE FOLLOWING INFORMATION FROM ANY INSTRUMENT THAT TRANSFERS AN INTEREST IN REAL PROPERTY BEFORE IT IS FILED FOR RECORD IN THE PUBLIC RECORDS: YOUR SOCIAL SECURITY NUMBER OR YOUR DRIVER'S LICENSE NUMBER.

SPECIAL WARRANTY DEED WITH VENDOR'S LIEN

THE STATE OF TEXAS §

KNOW ALL MEN BY THESE PRESENTS:

COUNTY OF WEBB §

THAT THE UNDERSIGNED, **David A. Hachar, Lilia Jeanette Hachar and Lilia Ethel Jasso, all individually and Falcon International Bank, as Trustee of all the Trusts created under the Last Will and Testament of Nicolas D. Hachar; Louis P. LaVaude and George L. "Buddy" Hachar, Jr., as Co-Trustees of the Nicolas David Hachar Estate Trust aka N.D. Hachar Estate Trust,** acting herein by and through its duly authorized agent, hereinafter called "Grantor", whether one or more, for and in consideration of the sum of TEN DOLLARS (\$10.00), and other good and valuable consideration to the undersigned in hand paid to Grantor by Webb Commercial Development, Inc., a Texas Corporation, hereinafter called Grantee, whose mailing address is 6909 Springfield Ave., Suite 200, Laredo, Texas, 78041, the receipt of which is hereby acknowledged, and the further consideration of the execution and delivery by the Grantee of one certain promissory note of even date herewith in the principal sum of SIX MILLION SIX HUNDRED NINETEEN THOUSAND EIGHT HUNDRED FIFTY AND NO/100THS (\$6,619,850.00) DOLLARS, payable to the order of TEXAS COMMUNITY BANK, as therein specified, providing for acceleration of maturity and for attorney's fees, the payment of which note is secured by the vendor's lien herein retained, and is additionally secured by a deed of trust of even date herewith to Joe Sanchez, Trustee, has GRANTED, SOLD and CONVEYED, and by these presents does hereby GRANT, SELL and CONVEY unto Grantee, the real property described as follows:

The Surface Only to a tract of land containing 185.43 acres (8,077,212 S.F.), more or less, situated in Porcion 12, SANTIAGO SANCHEZ ORIGINAL GRANTEE, ABSTRACT 278 and Porcion 13, JOSE M. GARCIA ORIGINAL GRANTEE, City of Laredo, Webb County, Texas, said 185.43 acre tract of land being out of a called 6,132.06 acre tract of land deeded to N.D. Hachar in Volume 303, Pages 164-172, Deed Records, Webb County, Texas and being more particularly described as follows:

COMMENCING at a found concrete monument (N:17,140,446.58, E:670,893.74) being the Northerly corner of Travel Center of America boundary as recorded in Volume 26, Pages 10-17 of the Webb County Map Records, Texas also being an exterior corner of N.D. Hachar Industrial Park, Phase I as recorded in Volume 29, Pages 17-18 of the Webb County Map Records, Texas, THENCE, South 65 degrees 40 minutes 55 seconds West, a distance of 7286.64 feet to a found 1/2 inch iron rod being the West corner of Webb Commercial Development, Inc. being a 219.28 acre tract as per deed recorded in Volume 3509, Pages 185-195, W.C.D.R. for an interior corner of this tract with coordinates of (N:17,137,899.141, E:665,461.054) and the TRUE POINT OF BEGINNING;

THENCE, South 72 degrees 22 minutes 09 seconds East, along the Southern

Landtitle Texas, L.L.C.
GF No. 1500132

boundary line of said 219.28 acres tract, a distance of 703.74 feet to a point on a curve having a radius of 2260.0 feet, chord of South 81 degrees 08 minutes 26 seconds East, 689.28 feet;

THENCE, along said curve continuing along said 219.28 acre tract and into said 81.10 acre tract and arc length of 691.98 feet to a non-tangent point of being on the West side of Utility Easement being 3.55 acres as recorded in Volume 2677, Pages 774-782, W.C.D.R., for an exterior corner hereof;

THENCE, South 07 degrees 38 minutes 40 seconds West, along said Utility Easement, a distance of 1068.43 feet to a set 1/2 inch iron rod for an exterior corner hereof;

THENCE, North 74 degrees 46 minutes 44 seconds West, a distance of 2666.21 feet to a set 1/2 inch iron rod for a deflection point hereof;

THENCE, North 56 degrees 17 minutes 17 seconds West, a distance of 518.56 feet to a set 1/2 inch iron rod for an exterior corner hereof;

THENCE, North 33 degrees 42 minutes 43 seconds East, a distance of 1055.00 feet to a set 1/2 inch iron rod for an exterior corner hereof;

THENCE, North 61 degrees 31 minutes 08 seconds West, a distance of 677.00 feet to a set 1/2 inch iron rod for an interior corner hereof;

THENCE, South 35 degrees 10 minutes 39 seconds West, a distance of 993.60 feet to a set 1/2 inch iron rod for an exterior corner hereof;

THENCE, North 56 degrees 17 minutes 17 seconds West, a distance of 1658.92 feet to a set 1/2 inch iron rod being approximately 25 feet from the North boundary line of said N.D. Hachar Ranch, for the Northwest corner hereof;

THENCE, North 67 degrees 50 minutes 47 seconds East, following North boundary line of said N.D. Hachar Ranch approximately with a 25 foot offset, a distance of 3257.68 feet to a set 1/2 inch iron rod, for the most Northerly corner hereof;

THENCE, South 67 degrees 01 minutes 58 seconds East, a distance of 1360.62 feet to a found 1/2 inch iron rod being the Northwest corner of said 219.28 acre tract, for an exterior corner hereof;

THENCE, South 17 degrees 37 minutes 51 seconds West, along said 219.28 acre Westerly boundary line, a distance of 1695.78 feet to the Point of Beginning of the 185.43 acre tract of land, more or less.

Grantor reserves for itself, its successor and assigns, and excepts from this conveyance, all of the ground water rights that pertaining to the real property (regardless of the method by which any

such ground water rights are produced), and it is understood that Grantee acquires no interests therein.

Grantor reserves for itself, its successor and assigns, and excepts from this conveyance, all of the oil, gas, coal, barite, uranium and all other minerals in, on and under the above described property (regardless of the method by which any such mineral or substance is, or may be mined or produced), and it is understood that Grantee acquires no interests therein; and this conveyance shall be subject to the rights of the owners of said oil, gas and other minerals and subject to such oil, gas and/or mineral leases as are currently in effect and as may be executed in the future. Surface minerals such as sand, gravel, caliche and dirt are being conveyed.

For Grantor and Grantor's heirs, successors, and assigns forever, a reservation of the free uninterrupted, and perpetual use of, subject to the limitations set forth herein and in a separate right to maintain, a nonexclusive 30 foot wide access easement over the above described property. This easement is described in Exhibit A attached hereto and incorporated herein by reference. The easement is perpetual and nonexclusive, and Grantor reserves for Grantor and Grantors heirs, successors, and assigns the right to convey the easement or other rights to others, subject to the right of Grantee to improve the easement and dedicate the easement to the public. Notwithstanding any other provisions, within 60 days of the dedication and acceptance by the City of Laredo of the section of Beltway Parkway to be constructed over the section of the easement set forth above, the Grantor will execute a Termination of Easement in a form recordable with the Webb County Clerk.

This conveyance, however, is made and accepted subject to the following matters, to the extent same are in effect at this time:

1. Volume 1507, Page 814, Official Records, Webb County, Texas, but omitting any covenant, condition or restriction based on race, color, religion, sex, handicap, familial status, or national origin, unless and only to the extent that said covenant (a) is exempt under Chapter 42, Section 3607 of the United States Code or (b) relates to handicap but does not discriminate against handicapped persons.
 2. Off-Site Variable Utility Easement as shown according to the map or plat thereof recorded in Volume 26, Pages 10-17, Map Records, Webb County, Texas.
 3. Right of way easement granted to Central Power and Light Company, its successors and assigns, dated August 25, 1955, filed September 16, 1955 recorded in Volume 242, Page 429, Deed Records, and Delineation of Easement and Restrictive Covenant granted to AEP Texas Central Company, its successors and assigns, dated November 19, 2003, filed December 9, 2003, recorded in Volume 1507, Page 814, Official Records, Webb County, Texas.
 4. Right of way easement granted to Medina Electric Cooperative, Inc., its successors and assigns, dated March 3, 1961, filed March 7, 2002 recorded in Volume 1182, Page 210, Official Records, Webb County, Texas.
-

5. Terms, conditions, restrictions, reservations, easements and right of ways as set forth in Partition Deed dated January 12, 1963, recorded in Volume 303, Page 164, Deed Records, Webb County, Texas.

6. Delineation of easement granted to Central Power and Light Company, its successors and assigns, dated December 16, 1994, filed January 20, 1995 recorded in Volume 281, Page 603, Official Records, Webb County, Texas.

7. Memorandum of Non-Exclusive Pipeline Right-of-Way Agreement granted to Eagle Ford Escondido Gathering, LLC, its successors and assigns, dated November 2, 2010, filed February 4, 2011, recorded in Volume 3047, Page 109, Official Records, Webb County, Texas.

TO HAVE AND TO HOLD the Property together with all and singular the rights and appurtenances thereto in anywise belonging unto the said Grantee, its successors and assigns forever, subject to the matters herein stated; and Grantor does hereby bind itself and its successors and assigns, to **WARRANT AND FOREVER DEFEND**, all and singular, the Property unto Grantee, its successors and assigns, against every person whomsoever lawfully claiming or to claim the same or any part thereof, by, through, or under Grantor, but not otherwise.

But it is expressly agreed that the Vendor's Liens, as well as Superior Title in and to the above described premises, is retained against the above described property, premises and improvements until the above described note and all interest thereon are fully paid according to the face, tenor, effect and reading thereof, when this Deed shall become absolute.

The said Vendor's Lien and Superior Title herein retained are hereby transferred, assigned, sold and conveyed to TEXAS COMMUNITY BANK, its successors and assigns, the payee named in said note without recourse on Grantor.

GRANTEE ACKNOWLEDGES THAT GRANTOR HAS NOT MADE AND DOES NOT MAKE ANY REPRESENTATIONS AS TO THE PHYSICAL CONDITION OR ANY OTHER MATTERS AFFECTING OR RELATING TO THE PROPERTY OR ANY IMPROVEMENTS THEREON (OTHER THAN THE WARRANTY OF THE TITLE TO BE CONTAINED IN THIS DEED) , AND THE GRANTEE IS RELYING ENTIRELY ON THE GRANTEE'S INSPECTION AND INVESTIGATION OF THE PROPERTY WITH RESPECT TO ALL SUCH MATTERS. TO THE MAXIMUM EXTENT PERMITTED BY LAW, THE PROPERTY AND ANY IMPROVEMENTS THEREON ARE TO BE CONVEYED "AS IS" AND "WITH ALL FAULTS", AND GRANTOR EXPRESSLY DISCLAIMS, AND GRANTEE ACKNOWLEDGES AND ACCEPTS THAT THE GRANTOR HAS DISCLAIMED, ANY AND ALL REPRESENTATIONS, WARRANTIES OR GUARANTIES OF ANY KIND, ORAL OR WRITTEN, EXPRESS OR IMPLIED (OTHER THAN WARRANTY OF TITLE TO BE CONTAINED IN THE DEED) CONCERNING THE PROPERTY THEREON, INCLUDING, WITHOUT LIMITATION, (i) THE VALUE, CONDITION, MERCHANTABILITY, HABITABILITY, MARKETABILITY, PROFITABILITY, SUITABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE OF THE PROPERTY AND ANY IMPROVEMENTS THEREON, (ii) THE MANNER OR QUALITY OF THE

CONSTRUCTION OR MATERIALS INCORPORATED INTO ANY SUCH IMPROVEMENTS, (iii) ANY QUALITY, STATE OF REPAIR, OR LACK OF REPAIR OF THE PROPERTY AND ANY IMPROVEMENTS THEREON. GRANTOR IS NOT LIABLE OR BOUND IN ANY MATTER BY ANY VERBAL OR WRITTEN STATEMENTS, REPRESENTATIONS, OR INFORMATION PERTAINING TO THE PROPERTY, OR THE OPERATION THEREOF, FURNISHED BY ANY REAL ESTATE BROKER, AGENT, EMPLOYEE, SERVANT, OR OTHER PERSON, UNLESS THE SAME ARE SPECIFICALLY SET FORTH OR REFERRED TO HEREIN.

EXECUTED this 19th day of AUGUST, 2015.


David A. Hachar


Lilia Joannette Hachar


Lilia Ethel Jasso

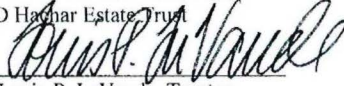
Falcon International Bank, as Trustee of all the Trusts
Created under the Last Will and Testament of Nicolas D. Hachar:
Guadalupe Hachar Didieu Trust
Olga Hachar LaVaude Trust
George L. Hachar Trust
Guadalupe Hachar de la Fuente Trust

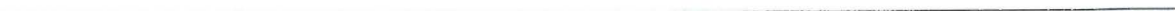
By: 
Nicholas Van Steenberg, President, Trust Department,
Falcon International Bank, Trustee of all the Nicolas D. Hachar Trusts

Nicolas David Hachar Estate Trust
aka N.D Hachar Estate Trust

By: 
George L. Hachar, Jr., Trustee

Nicolas David Hachar Estate Trust
aka N.D Hachar Estate Trust

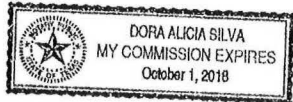
By: 
Louis P. LaVaude, Trustee



THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 19th day of AUGUST, 2015, by David A. Hachar.

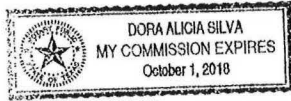


Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS

THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 19th day of AUGUST, 2015, by Lilia Jeanette Hachar.

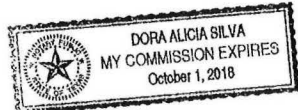


Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS

THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 19th day of AUGUST, 2015, by Lilia Ethel Jasso.

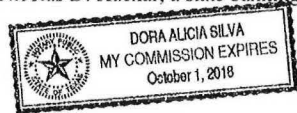


Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS

THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 19th day of AUGUST, 2015, by Nicholas Van Steenberg, President of the Trust Department of Falcon International Bank, as Trustee of all the Trusts created under the Last Will and Testament of Nicolas D. Hachar, a state banking association, on behalf of said association.

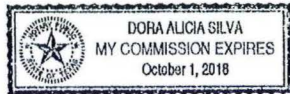


Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS

THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 19th day of AUGUST, 2015, by George L. Hachar, Jr., Trustee of the Nicolas David Hachar Estate Trust aka N.D Hachar Estate Trust on behalf of said Trust.



Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS

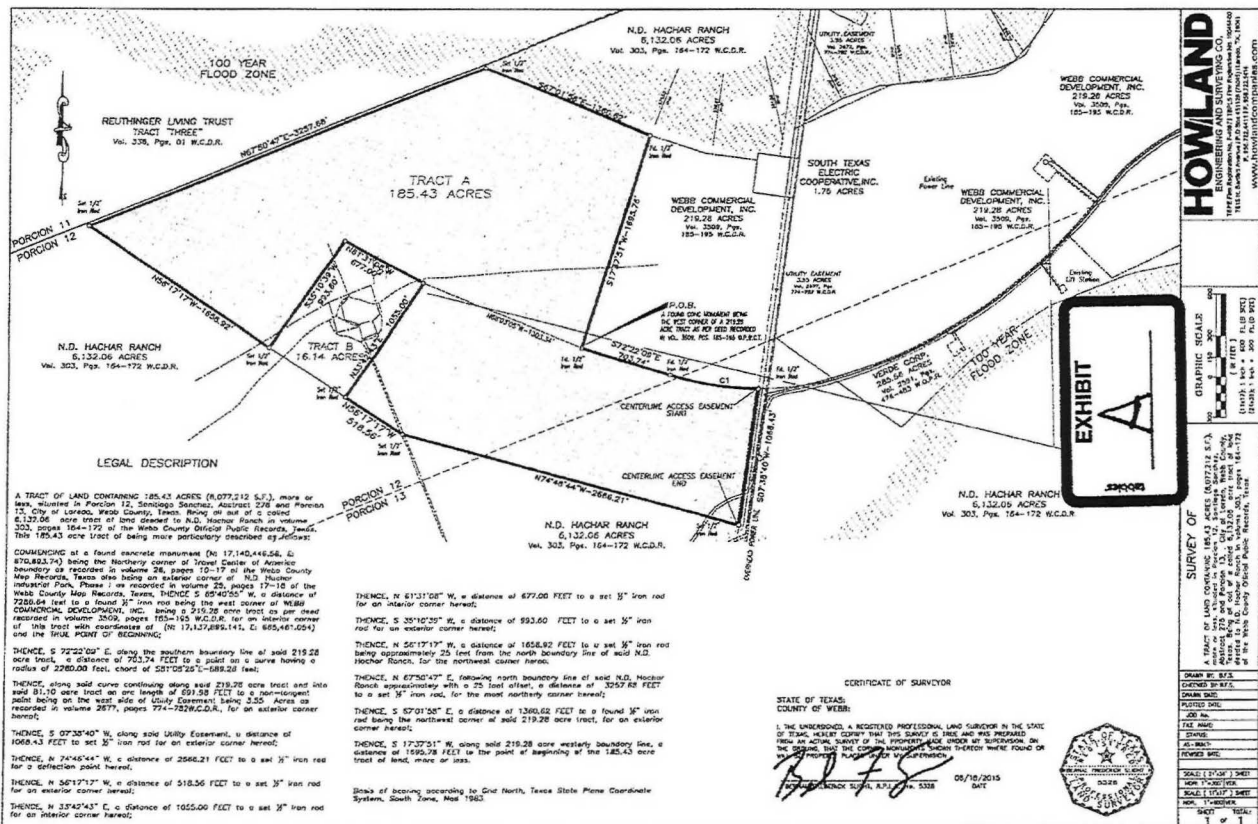
THE STATE OF TEXAS §

COUNTY OF WEBB §

The foregoing instrument was acknowledged before me on the 21st day of AUGUST, 2015, by Louis L. LaVaude, Trustee of the Nicolas David Hachar Estate Trust aka N.D Hachar Estate Trust on behalf of said Trust.



Dora Alicia Silva
NOTARY PUBLIC, STATE OF TEXAS



HOWLAND
ENGINEERING AND SURVEYING CO.
1318 E. LOOP W. SUITE 100 LUFKIN TEXAS 75901
WWW.HOWLANDSURVEYING.COM

EXHIBIT A

SURVEY OF
A TRACT OF LAND CONTAINING 185.43 ACRES (0.07212 S.F.), more or less, situated in Portion 12, Single Section, District 28 and Range 13, City of Lufkin, Webb County, Texas, being all of a certain 6137.08 acre tract of land situated in N.D. Hachar Ranch as shown on page 303, pages 164-172 of the Webb County Official Public Records, Texas.

DRAWN BY: B.J.S.
DRAWN BY DATE:
CHECKED BY:
CHECKED BY DATE:
PLotted DATE:
SCALE:
DATE:
SCALE (GRAPH):
SCALE (TABLE):
NO. OF SHEETS:
SHEET 1 OF 1



LEGAL DESCRIPTION

Centerline Access Easement out of a 185.43 acre tract

CENTERLINE OF 1064.50 LF FOR AN ACCESS EASEMENT with a 15 feet on each side, more or less, situated in Porcion 13, City of Laredo, Webb County, Texas. Being out of a called 6,132.06 acre tract of land deeded to N.D. Hachar as per deed recorded in volume 303, pages 164-172 of the Webb County Deed Records, Texas. This centerline access easement being more particularly described as follows:

COMMENCING at a found 1/2" iron rod being the most westerly corner of a tract containing 219.28 acres as recorded in volume 3509, pages 185-195 of the Webb County Deed Records, Texas having a coordinate (N: 17,137,899.141 E: 665,461.054) **THENCE**, S 76°34'02" E, a distance of 1374.21 FEET to the **TRUE POINT OF BEGINNING**;

THENCE, S 07°38'40" W, paralleling the west side of Medina Electric Easement as per deed recorded in volume 461, pages 641 Webb County Deed Record, Texas, with a 15 foot offsite west, a distance of **1064.50 FEET** to the end of this access easement.

Basis of bearing according to Grid North, Texas State Plane Coordinate System, South Zone, Nad 1983.



www.howlandcompanies.com

7615 N. Bartlett Avenue | P.O. Box 451128 (78045) | Laredo, TX 78041 P. 956.722.4411 | F. 956.722.5414
TBPE Firm Registration No. F-4097 | TBPLS Firm Registration No. 100464-00

STATE OF TEXAS
COUNTY OF WEBB
I HEREBY CERTIFY THAT THIS INSTRUMENT WAS
FILED ON THE DATE AND AT THE TIME STAMPED
HEREON BY ME AND WAS DULY RECORDED IN THE
VOLUME AND PAGE OF THE OFFICIAL PUBLIC
RECORDS OF WEBB COUNTY TEXAS AS STAMPED
HEREON BY ME



Margie Ramirez Ibarra
COUNTY CLERK
WEBB COUNTY, TEXAS

Doc # 1242709
Recorded
8/28/2015 1:11:09 PM

Signed: *[Signature]*
BY DEPUTY
MARGIE RAMIREZ IBARRA
COUNTY CLERK
Fees: \$58.00

Laredo- Hachar- Reuthinger Rd

Portion	(Preliminary Engineering) Schematic/ Env	PS&E	Construction
Hachar (FM 1472-Beltway)	City Of Laredo (Hachar Trust)	City Of Laredo (0922-33-175, \$ 1.08M)	City o Laredo (0922-33-165, \$ 26.75 M)
Reuthinger (Beltway-IH 35)	Webb County (0922-33-166, \$ 300K)		TBD (0922-33-166, \$ 21.8M)

Laredo- Hachar- Reuthinger Rd (Funding- Category 7)

Up to FY 2019 ²	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029
\$ 24.43	\$ 6.16	\$ 6.27	\$ 6.35	\$ 6.44	\$ 6.52	\$ 6.60	\$ 6.67	\$ 6.74	\$ 6.82	\$ 6.90
Hachar Rd ¹	\$ (1.08)	\$ (26.75)								
Reuthinger ¹				\$ (21.80)						
Cumulative Total	\$ 29.51	\$ 9.03	\$ 15.38	\$ 0.02	\$ 6.54	\$ 13.14	\$ 19.81	\$ 26.55	\$ 33.37	\$ 40.27

Note:

1- Based on PS&E and Construction Estimates provided by City of Laredo Consultant (Dannenbaum)

2- Allocations based on FY 2020 Draft UTP

0922-35166 CAT 7 \$21.8M
RUTHINGER
SCHEMATIC ENVIRONMENTAL
WEBB CO FUNDS (CPD) \$300K

0922-35166 CAT 7 \$26.75M
HACHAR
SCHEMATIC ENVIRONMENTAL
CITY FUNDS CSJ 0922-35166
TERDE ENGINEERING

0922-35166 CAT 7 \$1.08M
PS8E CSJ 0922-33-175 CAT 7

FRONTAGE

FRONTAGE

FRONTAGE

FRONTAGE

FRONTAGE

Cm. Altgelt was not present.

- 33. 2018-R-94 Resolution renaming Eastwoods Park to the Arturo N. Benavides, Sr. Park. The Facilities Naming Commission is in favor of the renaming of this park.

Motion to adopt Resolution 2018-R-094, adding "Memorial" after "Sr."

Moved: Cm. Torres

Second: Cm. Balli

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

- 34. 2018-R-95 Authorizing the City's Delinquent Tax Attorney to arrange for the auction by the Webb County Sheriff, pursuant to Section 34.05 (b) and (c) of the Texas Tax Code, of the following properties subject to the recommended minimum bids specified herein:

Property #	Address	Current Minimum Bid	Recommended Minimum Bid
2	3201 Rosano	\$49,900	\$38,000
3	1404 Gates	\$45,700	\$33,500
6	1219 E. Musser	\$41,500	\$31,000

All above properties are more specifically described in attached Exhibit A.

Motion to adopt Resolution 2018-R-095.

Moved: Cm. Balli

Second: Cm. Torres

For: 7

Against: 0

Abstain: 0

Cm. Altgelt was not present.

- 35. 2018-R-96 Adopting a program under Texas Local Government Code Chapter 380 and authorizing the City Manager to execute an agreement made pursuant to Texas Local Government Code Chapter 380 relating to the development of a roadway traversing approximately 5.135 acres located West of IH 35 at the United Overpass across the Hachar Trust property to FM 1472 (Mines Road); and providing an effective date.

Motion to adopt Resolution 2018-R-096.

Moved: Cm. Balli

Cm. Altgelt was not present.

XIII (b) MOTIONS

36. Approving the submission of the 2018-2019 One Year Action Plan to the U.S. Department of Housing and Urban Development (HUD) request for funding in the amounts of \$3,729,949.00 in 44th Action Year Community Development Block Grant (CDBG) funds, \$1,178,458.00 through the HOME Investment Partnership Program (HOME), and \$306,204.00 through the Emergency Solutions Grant (ESG). An additional \$2,800.00 is anticipated to be received through CDBG program income, \$72,200.00 in Housing Rehabilitation Revolving Loan funds, and \$160,000.00 in HOME program income. Also authorizing the City Manager to execute all documents as a result of the Plan's submission. The plan identifies the projects proposed to be funded by HUD through entitlement program funds and anticipated program income, which are as follows:

44th AY Community Development Block Grant	
Community Development Administration	\$656,089
Housing Rehabilitation Administration	\$304,458
Housing Rehabilitation Loan Program	\$468,451
Code Enforcement	\$489,984
Graffiti Removal Program	\$49,944
Downtown Senior Recreational Program	\$145,225
Downtown Elderly Affordable Rental Housing	\$301,198
Rental Rehabilitation Program	\$350,000
Downtown Neighborhood Access Improvements	\$127,400
El Eden Park Improvements	\$120,000
Freddy Benavides Park Improvements	\$120,000
Sidewalks in District III	\$120,000
Eastwoods Neighborhood Park Improvements	\$20,000
Sidewalks in District IV	\$100,000
De Llano Park Improvements	\$120,000
Bike Lanes in District VII	\$120,000
Sidewalks in District VIII	\$120,000
TOTAL	\$3,732,749

Revolving Loan	
Housing Rehabilitation Revolving Loan Administration	\$9,452

City Council-Regular

Meeting Date: 07/16/2018

Initiated By: Cynthia Collazo, Deputy City Manager

Staff Source: Nathan Bratton

SUBJECT

2018-R-96 Adopting a program under Texas Local Government Code Chapter 380 and authorizing the City Manager to execute an agreement made pursuant to Texas Local Government Code Chapter 380 relating to the development of a roadway traversing approximately 5,135 acres located West of IH 35 at the Unitec Overpass across the Hachar Trust property to FM 1472 (Mines Road); and providing an effective date.

PREVIOUS COUNCIL ACTION

N/A

BACKGROUND

N/A

COMMITTEE RECOMMENDATION

N/A

STAFF RECOMMENDATION

N/A

Fiscal Impact

Fiscal Year:

Budgeted Y/N?:

Source of Funds:

Account #:

Change Order: Exceeds 25% Y/N:

FINANCIAL IMPACT:

Fiscal impact to be determined by the agreement.

RESOLUTION NO. 2018-R-96

ADOPTING A PROGRAM UNDER TEXAS LOCAL GOVERNMENT CODE CHAPTER 380 AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT MADE PURSUANT TO TEXAS LOCAL GOVERNMENT CODE CHAPTER 380 RELATING TO THE DEVELOPMENT OF A ROADWAY TRAVERSING APPROXIMATELY 5,135 ACRES LOCATED WEST OF IH 35 AT THE UNITEC OVERPASS ACROSS THE N.D. HACHAR TRUST PROPERTY TO FM 1472 (MINES ROAD); AND PROVIDING AN EFFECTIVE DATE

WHEREAS, Article III, Section 52-a of the Texas Constitution and Chapter 380 of the Texas Local Government Code authorizes a local government to establish and provide for the administration of one or more programs, for making loans and grants and providing personnel and services of the municipality, to promote state or local economic development and to stimulate business and commercial activity in the municipality; and

WHEREAS, under Chapter 380 of the Texas Local Government Code, the City of Laredo adopts an economic development program, as set forth in the Chapter 380 Economic Development Agreement between the City of Laredo and Verde Corp. (attached hereto as Exhibit A) to promote local economic development and stimulate business and commercial activity within the City limits; and

WHEREAS, Verde Corp ("Developer") owns or develops certain real property consisting of approximately 5,135 acres of land, known as the N.D. Hachar trust property (the "Property"), within the City of Laredo ("City") located approximately west of IH 35 at the Unitec overpass and continuing west to FM 1472 (Mines Road); and

WHEREAS, Developer intends to develop the Property as a multi-use project, including, industrial, commercial, multi and single family uses (the "Project"); and

WHEREAS, the development of the Project, as proposed, will contribute to the economic development of the City by creating new jobs and increased employment, generating increased development, increased real property value and tax revenue for the City, enhance public infrastructure, and have both a direct and indirect positive overall improvement/stimulus in the local and state economy; and

WHEREAS, the City and Developer are executing and entering into an Agreement to set forth certain terms and obligations of the City and Developer with respect to enhancing the Project by preparing for the initial construction of a multi-lane roadway, in an approximate 400 foot corridor to be defined during the development of an approved schematic and identified in the environmental process as defined and approved by the Texas Department of Transportation (TxDOT); and

WHEREAS, in consideration of the future construction of the overweight roadway traversing the Property, the City desires to make a grant, in an amount not to exceed Two Hundred

Seventy-Five Thousand Dollars (\$275,000.00), pursuant to Chapter 380 (the "380 Grant") to Developer as provided in this Agreement for costs and expenses incurred by Developer in completing an Environmental Assessment and securing a Finding of No Significant Impact (FONSI) for the proposed roadway and as an economic incentive for Developer to develop the property in a manner consistent with its approved master plan; and

WHEREAS, the Parties recognize that all agreements of the Parties hereto and all terms and provisions hereof are subject to the laws of the State of Texas and all rules, regulations and interpretations of any agency or political subdivision thereof at any time governing the subject matters hereof; and

WHEREAS, the Parties agree that all conditions precedent for the Agreement to become a binding agreement have occurred and been complied with, including all requirements pursuant to the Texas Open Meetings Act and all public notices and hearings; if any, have been conducted in accordance with Texas law;

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

Section 1. Findings. The foregoing recitals are hereby found to be true and correct and adopted as findings of fact

Section 2. Chapter 380 Program. Exhibit A, attached hereto and incorporated by reference as if set out in full, is adopted as a Chapter 380 program.

Section 3. Authorization. The City Manager is hereby authorized to execute the Agreement attached hereto as Exhibit "A", and all documents necessary to accomplish the purposes of this resolution, provided said Agreement is first fully executed by an authorized representative of the Developer.

Section 4. Open Meetings. It is hereby officially found and determined that the meeting at which this resolution was passed was open to the public as required and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551, Tex. Gov't Code.

Section 5. Effective Date. This Resolution shall take effect upon its adoption.

APPROVED AND ADOPTED on this the ____ day of July, 2018.

PETE SAENZ
MAYOR

ATTESTED:

Jose A. Valdez, Jr.
City Secretary

APPROVED AS TO FORM ONLY:

Kristina Laurel Hale
City Attorney

CHAPTER 380 ECONOMIC DEVELOPMENT AGREEMENT

This Agreement (hereinafter "Agreement") by and between the CITY OF LAREDO, TEXAS, a Texas home-rule municipal corporation (hereinafter "City") and VERDE CORP., a Texas Corporation, (hereinafter "Developer") (City and Developer collectively referred to as the "Parties" and sometimes individually as a "Party"), is entered into upon the "Effective Date," as more clearly defined herein.

WHEREAS, the City has established this as a program in accordance with Article III, Section 52-a of the Texas Constitution and Chapter 380 of the Texas Local Government Code ("Chapter 380") under which the City has the authority to make loans or grants of public funds for the purposes of promoting local economic development and stimulating business and commercial activity within the City; and

WHEREAS, Verde Corp ("Developer") owns or develops certain real property consisting of approximately 5,135 acres of land, known as the N.D. Hachar trust property (the "Property"), within the City of Laredo ("City") located approximately west of IH 35 at the Unitec overpass and continuing west to FM 1472 (Mines Road); and

WHEREAS, Developer intends to develop the Property as a mixed use project, including industrial, commercial, retail and multi-family uses (the "Project"); and

WHEREAS, in order to proceed with the Project, Environmental clearance pursuant to NEPA and TxDOT permits are required in order to construct roadway improvements that will promote the economic development of the City, enhance mobility, and increase public safety; and

WHEREAS, the City recognizes the positive economic impact that the Development will have through the production of new jobs, the attraction of new businesses, and the increased ad valorem and sales and use tax revenue to be generated by the Development for the City, and that without the Project the City would not receive these benefits; and

WHEREAS, the City has adopted Resolution No. 2018-R-96 authorizing City to make certain economic development grants to Developer in recognition of, and derived from the positive economic benefits that will accrue to City on account of the Project; and

WHEREAS, the City hereby establishes this Agreement as a program in accordance with Article III, Chapter 52-a of the Texas Constitution and Chapter 380 under which the City has the authority to make grants of public funds for the public purposes of promoting local economic development and stimulating business and commercial activity within the City; and

WHEREAS, to ensure that the benefits the City provides under this Agreement are utilized in a manner consistent with Article III, Section 52-a of the Texas Constitution, Chapter 380 and other law, Developer has agreed to comply with certain conditions for receiving those benefits; and

WHEREAS, in consideration of the future construction of an overweight roadway traversing the Property, the City desires to make a grant, in an amount not to exceed Two Hundred Seventy-

Exhibit A to 2018-R-95

Agreement

Five Thousand Dollars (\$275,000.00), pursuant to Chapter 380 (the "380 Grant") to Developer as provided in this Agreement for costs and expenses incurred by Developer in completing an Environmental Assessment and securing a Finding of No Significant Impact (FONSI) for the proposed roadway and as an economic incentive for Developer to develop the property in a manner consistent with his approved master plan; and

WHEREAS, the parties desire to enter into an agreement to provide the terms and conditions by which Developer shall be reimbursed for said costs and expenses; and

WHEREAS, the City and Developer agree that the provisions of this Agreement substantially advance a legitimate interest of the City by preparing the property for public infrastructure, expanding the tax base of the City, increasing employment and promoting economic development.

WHEREAS, the City has concluded and hereby finds that entering into this Agreement is in the best interests of the City.

NOW, THEREFORE, in consideration of the mutual benefits described in this Agreement, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the City and Developer agree as follows:

ARTICLE I RECITALS

Recitals. The recitals set forth above are declared true and correct by the Parties and are hereby incorporated as part of this Agreement.

ARTICLE II AUTHORITY AND TERM

1. Authority. The City's execution of this Agreement is authorized by Chapter 380 of the Texas Local Government Code and constitutes a valid and binding obligation of the City. The City acknowledges that Developer is acting in reliance upon the City's performance of its obligations under this Agreement in making the decision to commit substantial resources and money to the establishment of the Project, hereinafter established.
2. Term. This Agreement shall become enforceable upon the Effective Date, hereinafter established, and shall continue for twenty-four months or until the Maximum Grant Amount has been reached, unless otherwise extended, in writing, by the parties.

ARTICLE III DEFINITIONS

As used in this Agreement, the following terms shall have the meanings ascribed below. All undefined terms shall retain their usual and customary meaning as ascribed by common and ordinary usage.

"Effective Date" shall mean the date when signed by the last party whose signing makes the Agreement fully executed.

"Grant(s)" shall mean payments in the amount not to exceed Two Hundred Seventy-Five Thousand Dollars (\$275,000.00).

"Payment Request" shall mean a written request from Developer to the City for payment of the applicable Grant funds.

"Related Agreement" shall mean any other agreement by and between the City and the Developer, or any of its affiliated or related entities, relating to the Project.

ARTICLE IV ECONOMIC DEVELOPMENT GRANTS

1. Grants

- (a) Subject to the satisfaction of all the terms and conditions of this Agreement, the City agrees to provide Developer with a Grant of not more than Two Hundred Seventy-Five Thousand Dollars (\$275,000.00). The Grant shall be paid as follows:
 - (1) A payment of grant funds in the lump sum amount of One Hundred Seventy-Five Thousand Dollars (\$175,000.00) within 30 days of the submission by Developer of a complete Schematic and Environmental Document (for an overweight corridor traversing the N.D Hachar Tract and the Reuthinger family tract from the Mines road to the west frontage road of LH. 35) to TxDOT and receipt by City of a Payment Request.
 - (2) A payment of grant funds in the lump sum amount of One Hundred Thousand Dollars (\$100,000.00) within thirty (30) days of the issuance by TxDOT of FONSI for the aforementioned overweight corridor.
- (b) **Current Funds.** The Grants made hereunder shall be paid solely from lawfully available funds that have been appropriated by the City. Under no circumstances shall City's obligations hereunder be deemed to create any debt within the meaning of any constitutional or statutory provision. The Grant shall be paid solely from appropriations from the general funds of the City or from such other funds of the City as may be legally set aside for such purpose consistent with Article III, Section 52(a) of the Texas Constitution. Further, City shall not be obligated to pay any commercial bank lender or similar institution for any loan or credit agreement made by Developer. None of the City's obligations under this Agreement shall be pledged or otherwise encumbered in favor of any commercial lender and/or similar financial institution.
- (c) **Grant Limitations.** Under no circumstances shall the obligations of the City hereunder be deemed to create any debt within the meaning of any constitutional or statutory provision.

Further, the City shall not be obligated to pay a commercial bank, lender or similar institution for any loan or credit agreement made by the Developer. None of the obligations of the City under this Agreement shall be pledged or otherwise encumbered by the Developer in favor of any commercial lender and/or similar financial institution.

ARTICLE V CONDITIONS TO ECONOMIC DEVELOPMENT GRANTS

The obligation of the City to pay the Grant shall be conditioned upon Developer's continued compliance with and satisfaction of each of the conditions set forth in this Agreement.

1. **Condition Precedent to Payment.** Developer shall, as a condition precedent to the payment of any Grant, provide the City with a Payment Request on the letterhead of Developer, to include copies of any studies or documentation necessary to complete the submission to TxDOT and to obtain a FONSI and detailed invoices and/or, payment requests from Developers prime consultant.
2. **Progress Reports.** Periodically, every sixty days, Developer shall submit a brief report to City indicating the progress and percentage completed of the Schematic and Environmental Assessment and an estimate of the completion and submission of same to TxDOT.

ARTICLE VI COVENANTS AND DUTIES

1. **Developer's Covenants and Duties.** Developer makes these covenants and warranties to the City and agrees to timely and fully perform the obligations and duties contained in Article VII of this Agreement. Any false or substantially misleading statements contained herein or failure to timely and fully perform those obligations and duties within this Agreement shall be an act of Default by the Developer.
 - (a) Developer is authorized to do business and is in good standing in the State of Texas and shall remain in good standing in the State of Texas and the United States of America during any term of this Agreement.
 - (b) The execution of this Agreement has been duly authorized by Developer's authorized agent, and the individual signing this Agreement is empowered to execute such Agreement and bind the entity. Said authorization, signing, and binding effect is not in contravention of any law, rule, regulation, or of the provisions of Developer's by-laws, or of any agreement or instrument to which Developer is a party to or by which it may be bound.
 - (c) Developer is not a party to any bankruptcy proceedings currently pending or contemplated, and Developer has not been informed of any potential involuntary bankruptcy proceedings.

- (d) To its current, actual knowledge, Developer has acquired and maintained all necessary rights, licenses, permits, and authority to carry on its business in the City and will continue to use its best efforts to maintain all necessary rights, licenses, permits, and authority.
 - (e) Developer shall timely and fully comply with all of the terms and conditions of this Agreement.
 - (f) Developer agrees to complete, or cause to be completed, the documents required to submit a request to TxDOT for an Environmental Assessment of the proposed roadway and shall use its best efforts secure a FONSI at its sole cost and expense.
2. **City's Covenants and Duties. Grant Payment.** The City is obligated to pay Developer an amount not to exceed the Maximum Grant Amount from sources contemplated by this Agreement over a period not to exceed the expiration date, subject to Developer's timely and full satisfaction of all applicable duties and terms within this Agreement, as reasonably determined by the City Council of the City of Laredo, Texas.
 3. **City shall fully cooperate with Developer in pursuing environmental clearance for the roadway area as described herein.**
 4. **Substantial Compliance and Default.** Failure by either Party to timely and substantially comply with any performance requirement, duty, or covenant shall be considered an act of Default if uncured within sixty (60) days of receiving written notice from the other Party. Failure of Developer to timely and substantially cure a default will give the City the right to terminate this Agreement, as reasonably determined by the City Council of the City of Laredo, Texas.

ARTICLE VII DESCRIPTION AND SCOPE

Developer is responsible for the preparation, development and submission of a schematic, environmental document, covering the proposed alignment of an approximate 400 ft. wide strip of land crossing the N.D. Hachar tract from Mines Road (FM 1472) and traversing the property to approximately 0.1 mile east of Beltway Parkway, (as shown on the attached Exhibit A.), which complies with all applicable federal and state environmental laws and regulations, including but not limited to the National Environmental Policy Act, the National Historic Preservation Act of 1966 and the Endangered Species Act of 1973, which require environmental clearance of federal-aid projects for the environmental clearance of this Project, to include, written documentation from the appropriate regulatory agency or agencies that all environmental clearances have been obtained.

Developer shall coordinate its efforts with Webb County's efforts to prepare and submit a single, unified schematic and environmental assessment, pursuant to NEPA, for the remaining alignment of the 400 ft. wide strip of land which crosses the Reuthinger property and as shown

on the Location Map showing the Project Limits in the attached Exhibit "A".

City grants a license to Developer to use all documents, including but not limited to reports, drawings, and schematics that have been developed by City or its consultants for the preparation of a schematic document and environmental assessment.

ARTICLE VIII TERMINATION

1. **Termination.** This Agreement shall terminate upon the earliest occurrence of any one or more of the following:
 - (a) The written agreement of the Parties;
 - (b) Expiration of this Agreement; or
 - (c) Default by Developer; or
 - (d) The Payment of the Maximum Grant Amount.
2. **Termination by Maximum Grant Amount.** If the Agreement is terminated by reaching the Maximum Grant Amount, the City is required to issue a letter to the Developer stating that the Maximum Grant Amount has been reached.

ARTICLE IX DISPUTE RESOLUTION

1. **Mediation.** If a dispute arises out of or relates to this Agreement or the breach thereof, the Parties shall first in good faith seek to resolve the dispute through negotiation between the upper management of each respective Party. If such dispute cannot be settled through negotiation, the Parties agree to try in good faith to settle the dispute by mediation under the Commercial Mediation Rules of the American Arbitration Association before resorting to arbitration, litigation, or some other dispute resolution procedure; provided that a Party may not invoke mediation unless it has provided the other Party with written notice of the dispute and has attempted in good faith to resolve such dispute through negotiation. Notwithstanding the foregoing, any Party may seek immediate equitable relief, without attempting to settle a dispute through mediation, in any case where such Party is entitled to equitable relief by law, the terms of the Agreement, or otherwise. All costs of negotiation, mediation, and arbitration collectively known as alternate dispute resolution ("ADR") shall be assessed equally between the City and Developer with each party bearing their own costs for attorneys' fees, experts, and other costs of ADR and any ensuing litigation.
2. During the term of this Agreement, if Developer files and / or pursues an adversarial proceeding against the City regarding this Agreement without first engaging in good faith mediation of the dispute, then, at the City's option, all access to the Grants provided for hereunder may be deposited with a mutually acceptable escrow agent that will deposit such funds in an interest bearing account until the resolution of such adversarial proceeding.
3. Under no circumstances will the Grant funds received under this Agreement be used, either directly or indirectly, to pay costs or attorney fees incurred in any adversarial proceeding regarding this Agreement against City.

**ARTICLE X
ADDITIONAL PROVISIONS**

1. **Binding Agreement.** The terms and conditions of this Agreement shall be binding on and inure to the benefit of the City, Developer, and their respective successors and assigns. The City Manager shall be responsible for the administration of this Agreement and shall have the authority to execute any instruments, duly approved by the City Council of the City of Laredo, Texas, on behalf of the City related thereto.
2. **Mutual Assistance.** City and Developer will do all things reasonably necessary or appropriate to carry out the terms and provisions of this Agreement and to aid and assist each other in carrying out such terms and provisions.
3. **Representations and Warranties.** City represents and warrants to Developer that this Agreement is within their authority, and that they are duly authorized and empowered to enter into this Agreement, unless otherwise ordered by a court of competent jurisdiction. Developer represents and warrants to the City that it has the requisite authority to enter into this Agreement.
4. **Assignment.** Developer shall have the right to assign all of its rights, duties, and obligations under this Agreement to a duly qualified third party with prior written approval of the City Council of the City of Laredo, Texas; provided, however, that any assignment provided for herein shall not serve to enlarge or diminish the obligations and requirements of this Agreement, nor shall they relieve Developer of any liability to the City including any required indemnity in the event that any Assignee hereof shall at any time be in default of the terms of this Agreement. The City may demand and receive adequate assurance of performance including the deposit or provision of financial security by any proposed Assignee prior to its approval of an assignment.
5. **Independent Contractors.**
 - (a) It is expressly understood and agreed by all Parties hereto that in performing their services hereunder, Developer at no time will be acting as an agent of the City and that all consultants or contractors engaged by Developer respectively will be independent contractors of Developer; and nothing contained in this Agreement is intended by the Parties to create a partnership or joint venture between the Parties and any implication to the contrary is hereby expressly disavowed. The Parties hereto understand and agree that City will not be liable for any claims that may be asserted by any third party occurring in connection with services performed by Developer respectively under this Agreement, unless any such claims are due to the fault of the City.
 - (b) By entering into this Agreement, the Parties do not waive, and shall not be deemed to have waived, any rights, immunities, or defenses either may have, including the defense of parties, and nothing contained herein shall ever be construed as a waiver of sovereign or official immunity by the City with such rights being expressly reserved to the fullest extent authorized by law and to the same extent which existed prior to the execution hereof.
 - (c) No employee of City, or any councilmember or agent of City, shall be personally

responsible for any liability arising under or growing out of this Agreement.

6. **Notice.** Any notice required or permitted to be delivered hereunder shall be deemed delivered by actual delivery, facsimile with receipt confirmation, or by depositing the same in the United States Mail, postage prepaid and certified with return receipt requested, addressed to the Party at the address set forth below:

If intended for City: City of Laredo
City Manager
1110 Houston St.
Laredo, Texas 78040

With a copy to: City of Laredo
City Attorney
1110 Houston St.
Laredo, TX 78040

If to the Developer: Verde Corp.
Attention: Nicholas Van Steenberg, President
7718 McPherson Road
Suite 304
Laredo, Texas 78045

Either Party may designate a different address at any time upon written notice to the other Party.

7. **Governing Law.** The Agreement shall be governed by the laws of the State of Texas, and the venue for any action concerning this Agreement shall be in Webb County, Texas. The Parties agree to submit to the personal and subject matter jurisdiction of said court.
8. **Amendment.** This Agreement may be amended by mutual written agreement of the Parties, as approved by the City Council of the City of Laredo, Texas.
9. **Legal Construction.** In the event any one or more of the provisions contained in this Agreement shall, for any reason, be held invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect other provisions of this Agreement, and it is the intention of the Parties to this Agreement that, in lieu of each provision that is found to be illegal, invalid, or unenforceable, a provision be added to this Agreement which is legal, valid and enforceable and is as similar in terms as possible to the provision found to be illegal, invalid, or unenforceable.
10. **Gender.** The gender of the wording throughout this Agreement shall always be interpreted to mean either sex, and where the context requires, the plural of any word shall include the singular.
11. **Interpretation.** Each of the Parties has been represented by counsel of their choosing in the negotiation and preparation of this Agreement. Regardless of which Party prepared the initial draft of this Agreement, this Agreement shall, in the event of any dispute, whatever its

meaning or application, be interpreted fairly and reasonably and neither more strongly for or against any Party.

12. Entire Agreement. This Agreement constitutes the entire agreement between the Parties with respect to the subject matter covered in this Agreement. There is no other collateral oral or written agreement between the Parties that, in any manner, relates to the subject matter of this Agreement, except as provided for in any Exhibits attached hereto or duly approved amendments to this Agreement, as approved by the City Council of the City of Laredo, Texas.
13. Paragraph Headings. The paragraph headings contained in this Agreement are for convenience only and will in no way enlarge or limit the scope or meaning of the various and several paragraphs.
14. Counterparts. This Agreement may be executed in counterparts. Each of the counterparts shall be deemed an original instrument, but all of the counterparts shall constitute one and the same instrument.
15. Exhibits. Any Exhibits attached hereto are incorporated by reference for all purposes.
16. Survival of Covenants. Any of the representations, warranties, covenants, and obligations of the Parties, as well as any rights and benefits of the Parties, pertaining to a period of time following the termination of this Agreement shall survive termination.
17. Employment of Undocumented Workers. During the term of this Agreement, Developer agrees to not knowingly employ any undocumented workers, and, if convicted of a violation under 8 U.S.C. Section 1324a(1), Developer shall be in Default and repay the amount of the Grants and any other funds received by Developer from the City as of the date of such violation within one hundred twenty (120) days after the date Developer is notified by the City of such violation, plus interest at the rate of six percent (6.00%) compounded annually from the date of the violation until paid in full. Developer is not liable for an unknown violation of this Section by a subsidiary, affiliate, or franchisee of Developer or by a person with whom Developer contracts provided however that identical federal law requirements provided for herein shall be included as part of any agreement or contract which Developer enters into with any subsidiary, assignee, affiliate, or franchisee for which Grants provided herein will be used.

18. Indemnification.

DEVELOPER AGREES TO DEFEND, INDEMNIFY AND HOLD THE CITY, THEIR RESPECTIVE OFFICERS, AGENTS AND EMPLOYEES (COLLECTIVELY THE "CITY") HARMLESS FROM AND AGAINST ANY AND ALL REASONABLE LIABILITIES, DAMAGES, CLAIMS, LAWSUITS, JUSTMENTS, ATTORNEY FEES, COSTS, EXPENSES AND ANY CAUSE OF ACTION THAT DIRECTLY RELATES TO ANY OF THE FOLLOWING: ANY CLAIMS OR DEMANDS BY THE STATE OF TEXAS THAT THE CITY HAS BEEN ERRONEOUSLY OR OVER-PAID SALES AND USE TAX FOR ANY PERIOD DURING THE TERM OF THIS AGREEMENT AS A RESULT OF ANY ACT OR OMISSION OR BREACH OR NON-PERFORMANCE BY DEVELOPER UNDER THIS AGREEMENT

EXCEPT THAT THE IMDEMNITY PROVIDED HEREIN SHALL NOT APPLY TO ANY LIABILITY RESULTING FROM THE ACTION OR OMISSIONS OF THE CITY. THE PROVISIONS OF THIS SECTION ARE SOLELY FOR THE BENEFIT OF THE PARTIES HERETO AND NOT INTENDED TO CREATE OR GRANT ANY RIGHTS, CONTRACTUAL OR OTHERWISE, TO ANY OTHER PERSON OR ENTITY. IT BEING THE INTENTION OF THE PARTIES THAT DEVELOPER SHALL BE RESPONSIBLE FOR THE REPAYMENT OF ANY ANNUAL GRANTS PAID TO DEVELOPER HEREIN THAT INCLUDES CITY SALES TAX RECEIPTS THAT THE STATE OF TEXAS HAS DETERMINED WAS ERRONEOUSLY PAID, DISTRIBUTED OR ALLOCATED TO THE CITY.

19. **Additional Instruments.** City and Developer agree and covenant to cooperate, negotiate in good faith, and to execute such other and further instruments and documents as may be reasonably required to fulfill the public purposes provided for and included within this Agreement.
20. **Effective Date.** This Agreement becomes effective when signed by the last party whose signing makes the Agreement fully executed.

CITY OF LAREDO
a home-rule municipal corporation
Signed this ____ day of July, 2018

VERDE CORP.
A Texas Corporation
Signed this ____ day of July, 2018

By: _____
Horacio A. De Leon, Jr.
City Manager

By: _____
Nicholas Van Steenberg
President

APPROVED AS TO FORM ONLY:

Kristina Laurel Hale
City Attorney

ATTESTED:

Jose A. Valdez, Jr.
City Secretary

STATE OF TEXAS
COUNTY OF WEBB

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ACKNOWLEDGMENT

This instrument was acknowledged before me on the ____ day of _____, 2018
by Nicholas Van Steenberg in his capacity as President of Verde Corp., on its behalf.

Notary Public in and for the State of Texas

STATE OF TEXAS
COUNTY OF WEBB

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ACKNOWLEDGMENT

This instrument was acknowledged before me on the ____ day of _____, 2018
by Horacio A. De Leon, Jr., in his capacity as City Manager of the City of Laredo, a home-
rule municipal corporation, on its behalf.

Notary Public in and for the State of Texas

Status report by Vanessa Guerra, MPO Staff, on fiscal year 2019 carryover funds.

