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
October 19, 2015
12:00 noon

MEETING AGENDA

I. CHAIRPERSON TO CALL MEETING TO ORDER

II. CHAIRPERSON TO CALL ROLL

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

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on September 21, 2015.

B. Receive public testimony and approve Resolution No. MPO 2015-10 adopting the proposed revision(s) of the 2015-2018 Transportation Improvement Program (TIP), which include the following:

1. *Addition* of project CSJ 0922-33-925, phase 1, intended to provide the preliminary engineering for the construction of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, estimated cost of schematic and environmental document is $1,016,063; and,
2. *Addition* of project CSJ 0922-33-925, phase 2, intended to provide for the construction of a 5 lane rural roadway from FM 1472 to 0.1 miles east of Beltway Parkway, estimated cost of construction is $20,890,841.
3. *Amendment* of the Grouped Statewide Projects definition chart by revising the Transit Improvements and Programs definition to include the following italicized language:
    a. Transit Improvement and Programs- Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. ***Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management / coordination.***

C. Receive public testimony and approve Resolution No. MPO 2015-11 adopting the proposed 2015-2040 Metropolitan Transportation Improvement Plan (MTP), which include:

1. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary and Table 12-11, entitled Roadway projects, and Figure 12-1, entitled Federally fund Roadway, Bicycle and Pedestrian Projects, by:
   a. ***adding*** project CSJ 0922-33-925, phase 1, intended to provide for the preliminary engineering of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, with an estimated cost for schematic and environmental document of $1,016,063; and,
   b. ***adding*** project CSJ 0922-33-925, phase 2, intended to provide for the construction of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, with an estimated cost of construction of $20,890,841; and,
   c. ***adding*** project CSJ 0922-33-950 intended to provide the construction of 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH-35 with an with an estimated total project cost of $ 24,544,444 with an estimated 2025 year of expenditure cost of $25,193,851; and,
2. Amending Table 12-22, entitled Illustrative Projects by ***revising*** project No. 7, described as Green Ranch Parkway, intended to provide for the engineering and construction of a 2 lane roadway, from FM 1472 to IH35, with an estimated total project cost of $34,100,000; such that the project will now be identified as Hachar Parkway and will provide for the engineering and construction of a 10 lane freeway (mainlanes and ramps), from FM 1472 to IH-35, with an estimated 2036 year of expenditure cost of $90,673,786.
3. Amending Table 12-8, entitled Roadway and Bicycle/Pedestrian Operations and Maintenance Costs by revising the projected revenue and cost estimates per the latest projections.

D. Receive public testimony and approve Resolution No. MPO 2015-12 adopting the proposed Transportation Alternatives Program (TAP) Project Selection Procedures.

E. Discussion with possible action on Hachar Road.

F. Discussion with possible action on Mines Road.

1. Presentation by the Texas Transportation Institute (TTI) on the Mines Road Study and any possible action related thereto.

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

A. Status report by City of Laredo's Traffic Safety Department on the signal timing improvements project.

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

VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY OCTOBER 16, 2015, BY 12:00 P.M.

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

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

CITY OF LAREDO REPRESENTATIVES:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Roque Vela, Jr., City Councilmember, District V
Honorable Charlie San Miguel, City Councilmember, District VI

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable Roberto Balli, City Councilmember, District VIII

COUNTY OF WEBB REPRESENTATIVES:

Honorable Tano E. Tijerina, Webb County Judge
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Jaime Canales, Webb County Commissioner, Pct. 4

STATE REPRESENTATIVES:

Mr. Pete Alvarez, P.E., District Engineer
Ms. Melisa Montemayor, District Administrator

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

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

Nathan R. Bratton
MPO Director

Gustavo Guevara, Jr.
City Secretary

Laredo Urban Transportation Study

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

MINUTES OF THE SEPTEMBER 21, 2015 MEETING

LAREDO, TEXAS
1755

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Pete Saenz called the meeting to order at 12:06 P.M.

II. CHAIRPERSON TO CALL ROLL

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

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Roque Vela, Jr., City Councilmember, District V (joined meeting at 12:08 p.m.)
Roberto Balli, City Councilmember, District VIII
Honorable Tano E. Tijerina, Webb County Judge
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Jaime Canales, Webb County Commissioner, Pct. 4 (joined meeting at 12:07 p.m.)
Pete Alvarez, TxDOT
Melisa Montemayor, TxDOT

Regular members not present:

Honorable Charlie San Miguel, City Councilmember, District VI

Cm. Galo made a motion to **excuse** members not present.

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

Motion carried unanimously

Ex-Officio Members Not Present:

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

Staff (Of Participating LUTS Agencies) Present:

City: Nathan R. Bratton, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Roberto Murillo, Traffic Safety Department
Robert Peña, Traffic Safety Department

State: Ana Duncan, TxDOT
Carlos Rodriguez, TxDOT
Sara Garza, TxDOT
Raymond Sanchez, TxDOT

Others: Anthony Garza, Dannenbaum Engineering
Enrique Valdez, LNV, Inc.

Cm. Canales joined the meeting at this point during the proceedings (12:07 p.m.)

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

Mr. Bratton informed the Policy Board that ninety percent of the schematic of the Loop 20 expansion east of International to 59 had been submitted to TxDOT by Dannenbaum Engineering. He stated the City/MPO is requesting a copy of the ninety percent schematic with the understanding that it is subject to change. He stated the County is requesting a formal request for said copies, be submitted by the City/MPO.

Cm. Vela joined the meeting at this point during the proceedings. (12:08 p.m.)

Cm. Galo made a motion to **authorize** the MPO Director to request said copies from the County.

Second: Cm. Vela
For: 8
Against: 0
Abstained: 0

1. Approval of the minutes for the meeting held on August 17, 2015.

Cm. Vela made a motion to **approve** the minutes of August 17, 2015

Second: Judge Tijerina
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

2. **Receive public testimony and approve Resolution No. MPO 2015-09 adopting the proposed revision to the MPO By-Laws.**

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

Second: Judge Tijerina
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

Mr. Bratton presented the changes to the Policy Board. He stated the proposed revisions were as followed:

State of Texas: ~~The person designated as the Director of the Laredo District by the Executive Director of the Texas Department of Transportation i.e. the District Engineer or the District Administrator~~
~~TxDOT Laredo District Director of Transportation Planning and Development~~

TxDOT District Engineer
TxDOT District Administrator

Cm. Galo made a motion to **close** the public hearing and **approve** Resolution No. MPO 2015-09, adopting the proposed revision of the MPO By-Laws.

Second: Cm. Vela
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

Cm. Vela made a motion to **combine** items #3 and 4 together.

Second: Judge Tijerina
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

Cm. Vela made a motion to **open** a public hearing for items #3 and 4.

Second: Judge Tijerina
For: 8

Against: 0
Abstained: 0

Motion carried unanimously

3. **Receive public testimony and initiate a ten-day public review and comment period for the proposed amendment(s) of the 2015-2018 Transportation Improvement Program (TIP) which include:**

   A. ***Addition* of a project intended to provide the preliminary engineering for the construction of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, estimated cost of schematic and environmental document is $1,016,063; and,**

   B. ***Addition* of a project intended to provide for the construction of a 5 lane rural roadway from FM 1472 to 0.1 miles east of Beltway Parkway, estimated cost of construction is $20,890,841.**

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

   A. ***Adding* a funded project intended to provide for the preliminary engineering of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, with an estimated cost for schematic and environmental document of $1,016,063; and,**

   B. ***Adding* a funded project intended to provide for the construction of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, with an estimated cost of construction of $20,890,841; and,**

   C. ***Adding* a project intended to provide the construction of 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH-35 with an estimated total project cost of $24,544,444; with an estimated 2025 year of expenditure cost of $28,193,851.**

   D. ***Revising* illustrative (unfunded) project No. 7 described as Green Ranch Parkway, intended to provide for the engineering and construction of a 2 lane roadway, from FM 1472 to IH35, with an estimated total project cost of $34,100,000 such that the project will now provide for the engineering and construction of a 10 lane freeway (mainlanes and ramps), from FM 1472 to IH-35, with an estimated 2036 year of expenditure cost of $90,673,786.**

Cm. Vela requested a status report on the Right of Way acquisition activities.

Andy Garza, Dannenbaum Engineering, stated the alignment is very close to being finalized. He stated that both the Reuthanger and Hachar property owners have committed to donating

100 % of that section of the property. He stated the Environmental document preparation has commenced and may be ready in approximately 12-14 months.

Cm. Canales stated the County wants the City to take the lead on the project.

The Committee discussed the possibility of having the County take the lead on the Environmental of the Reuthanger portion of the Hachar Road project.

Mr. Bratton stated if the County took the lead on the Environmental document for the Reuthanger portion of the Hachar project. The County would eventually have to execute an inter-local agreement with the City. Once that inter-local agreement was in place, then the project would be added to the TIP.

Melisa Montemayor, TxDOT, stated that if an entity does not follow TxDOT's procurement process on one phase of the project, then only that phase is not eligible for federal or state funding. However, all other phases would be eligible, if procurement for those phases did follow TxDOT's procurement procedures.

Mr. Bratton stated the decision whether or not to go through a Request for Qualification (RFQ) or to go directly to the current Engineer was the decision of the City Council. He stated if the City does not go through the RFQ process, the County may not ask for reimbursement for those project activities.

Cm. Vela made a motion to **close** the public hearing and **initiate** a 10-day comment period for both items #3 and 4.

Second: Cm. Balli
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

Cm. Galo made a motion to **move up** item #6.

Second: Cm. Vela
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

Cm. Canales left the meeting chambers at 1:05 p.m.

6. Discussion with possible action on Hachar Road.

Cm. Galo made a motion to **re-allocate** no more than $300,000 of Coordinated Border Infrastructure (CBI) funds to the Reuthanger portion of Hachar Road for schematic and environmental.

Second: Judge Tijerina
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

Cm. Canales returned to the meeting at 1:08 p.m.

5. Receive public testimony and initiate a 20-day public review and comment period for the Transportation Alternatives Program (TAP) Project Selection Procedures.

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

Second: Cm. Judge Tijerina
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

Cm. Galo made a motion to **close** the public hearing and **initiate** a 20-day comment period for the TAP Project Selection Procedures.

Second: Judge Tijerina
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

7. Discussion with possible action on Mines Road.

A. Report from TxDOT on total project cost estimates for the construction of a 3rd lane on Mines Road, and possible funding sources.

Albert Ramirez, TxDOT, stated that TxDOT was still waiting for Texas Transportation Institute (TTI) to finish their study and would hopefully have their final mid-term and long term recommendations very soon

Robert Murillo, Traffic Safety Department, stated the Traffic Department was waiting for the mid-term analysis of the Mines Road Study to be done in order to start the synchronization of the signal lights project.

Mayor Saenz requested a status report from the Traffic Safety Department at the next Policy Board meeting on the $600,000 signal improvement project.

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

1. Presentation by Brian Van De Walle of Kimley-Horn & Associates on the Kansas City Southern Railroad Quiet Zone Study.

Brian Van De Walle of Kimley-Horn & Associates gave a brief presentation on the Kansas City Southern Railroad Quiet Zone Study. He stated a quiet zone is a section of a rail line at least one-half mile in length that contains one or more consecutive public highway rail grade crossings at which locomotive horns are not routinely sounded when trains are approaching the crossings.

Laredo has 32 at grade crossings with 16 trains' crossings per day; 8 day drains and 8 night trains. Mr. Van De Walle stated under Federal Law, train operators must sound train horns in advance of all public grade crossings and must be done in a pattern.

The minimum requirements for quiet zones are to have gates, flashing lights, railroad cabin with white light on all public crossings. Eight out of thirty-two existing crossings in Laredo do not have gates. Gate installation costs are approximately $285,000 per crossing.

Mr. Van De Walle presented the Policy Board with two alternatives which included crossing closures and installation of raised medians. The alternatives were also studied and based on a previous public meeting that was held on May 28, 2015 at Height Elementary School.

No action was taken on the item.

2. Discussion and status report on the Regional Mobility Authority (RMA).

Ruben Soto, RMA, stated the website for the RMA was now in service and the address is webbrma.com. He also stated the RFQ for a bank depository service has been issued. He stated the RMA is also in the process of evaluating the financial advisor agreement.

VI. ADJOURNMENT

Cm. Galo made a motion to **adjourn** the meeting at 1:44 p.m.

Second: Judge Tijerina
For: 8
Against: 0
Abstained: 0

Motion carried unanimously

Prepared by: _____ Reviewed by: _____
Angie Quijano,
MPO Staff

Vanessa Guerra,
MPO Coordinator

Reviewed by: _____
Nathan R. Bratton,
MPO Director

_____
Melisa Montemayor,
District Administrator

_____
Pete Saenz,
Mayor and LUTS Chairperson

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE:	**SUBJECT:** RESOLUTION
10-19-15	Receive public testimony and approve Resolution No. MPO 2015-10 adopting the proposed revision(s) of the 2015-2018 Transportation Improvement Program (TIP), which include the following: 1. *Addition* of project CSJ 0922-33-925, phase 1, intended to provide the preliminary engineering for the construction of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, estimated cost of schematic and environmental document is $1,016,063; and, 2. *Addition* of project CSJ 0922-33-925, phase 2, intended to provide for the construction of a 5 lane rural roadway from FM 1472 to 0.1 miles east of Beltway Parkway, estimated cost of construction is $20,890,841. 3. *Amendment* of the Grouped Statewide Projects definition chart by revising the Transit Improvements and Programs definition to include the following italicized language: a. Transit Improvement and Programs- Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. ***Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management / coordination.*** TIP 15-18/REV 03

INITIATED BY: TxDOT/MPO	**STAFF SOURCE:** Nathan Bratton, MPO Director

PREVIOUS ACTION:
The MPO Policy Committee approved resolution MPO No. 2014-02 on April 24, 2014, adopting the 2015-2018 Transportation Improvement Program. On April 20th, 2015, the Policy Committee approved Resolution MPO No. 2015-03 adopting Revision 1. On July 20, 2015, the Policy approved Resolution No. MPO 2015-07 adopting Revision 2. On September 21, 2015, the Policy Committee approved the initiation of a 10 public review and comment period for proposed Revision #3.

BACKGROUND: Moving Ahead for Progress in the 21st Century (MAP21) requires that Metropolitan Planning Organizations (MPOs) in cooperation with the State and affected transit operators develop Transportation Improvement Programs (TIP) for their planning areas. In Laredo, the TIP document identifies project and their associated funding for project to be constructed within the next four years. The local TIP then becomes part of the State Transportation Improvement Program (STIP). The document is required to be fully financially constrained and will include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period that is projected for completion of the project.

The 2015-2018 TIP is proposed for revision as follows: **See ATTACHMENT A**

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

RESOLUTION NO. MPO 2015-10

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

REVISING THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo Urban Area, has reviewed the proposed revision(s) of the 2015-2018 Transportation Improvement Program (TIP); and,

WHEREAS, the Laredo Urban Transportation Study finds that the proposed revision(s) of the 2015-2018 of the Transportation Improvement Program (TIP) meets the high priority improvements necessary for the LUTS area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopted the proposed revisions of the 2015-2018 Transportation Improvement Program (TIP), which are attached hereto and made a part hereof for all purpose:

We certify that the above resolution was adopted on October 19th 2015 at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

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

_____
Nathan Bratton
MPO Director

_____
Melisa Montemayor
Laredo District Administrator

2015-2018 TIP
LOCATIONS OF PROJECTS FOR PROPOSED REVISIONS

Original Projects

CS (City Street)
0922-33-076
From: Intersection of Flecha Ln and FM1472
To: .174Mi east of FM1472
Work: The realignment of Flecha Ln/Las Cruces along FM1472.
Total Cost: $3,512,360
FY 2015

CS (City Street)
0922-33-093
From: .25Mi east of Calton/ Santa Maria Intersection
To: .25Mi west of Calton/ Santa Maria Intersection
Work: Construction of a grade separation at Calton/ Santa Maria Intersection
Total Cost: $25,211,738
FY 2016

SL 20
0086-14-061
From: SPUR 400
To: SH 359
Work: Widen existing bridge
Total Cost: $9,477,646
FY 2015

Revisions I

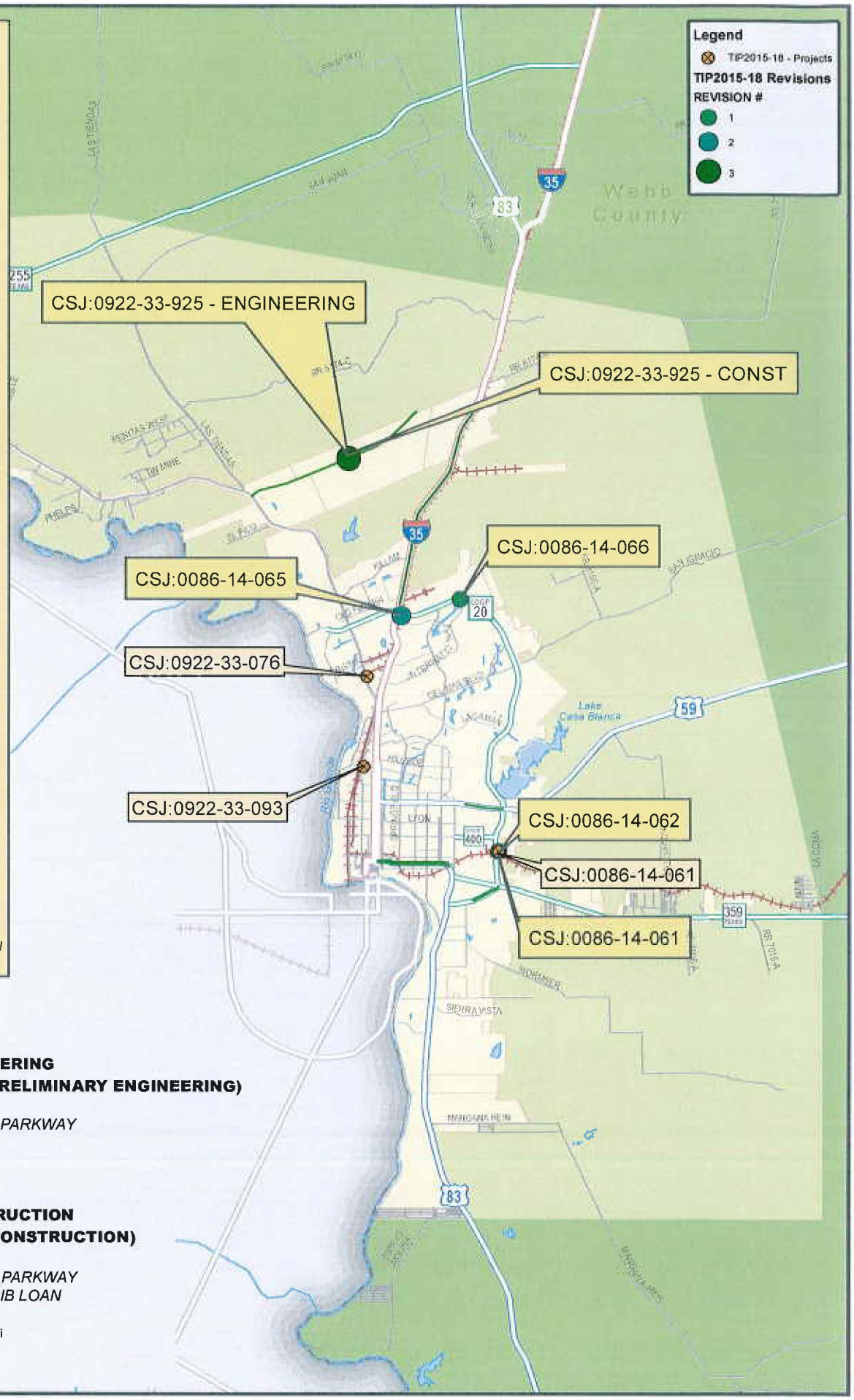
CHANGE LIMITS
CSJ: 0086-14-061
(KCS WIDEN BRIDGE)
FROM: SH 359
TO: SPUR 400

ADD PROJECT
CSJ:0086-14-062
(FRONTAGE ROADS SL 20 AT KCS BRIDGE)
FROM: 1.09MI S OF SPUR 400
TO: SPUR 400
TOTAL COST: $18,689,970
LET 08/15

ADD PROJECT
CSJ:0086-14-066
(CONSTRUCTION OF INTERCHANGE (SL20) OVER INTERNATIONAL)
FROM: .45 MI E OF INTERNATIONAL
TO: .25 W OF MCPHERSON
TOTAL: $26,665,669
LET 12/15

Revisions II

ADD PROJECT
CSJ:0086-14-065
(CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH35)
FROM: 0.33 MILES WEST OF IH35
TO: 0.16 MILES WEST OF MCPHERSON
TOTAL COST: $51,754,494



Revisions III

ADD PROJECT
A. CSJ: 0922-33-925 - ENGINEERING
(5 LANE RURAL ROADWAY - PRELIMINARY ENGINEERING)
FROM: FM 1472
TO: 0.1 MILES EAST OF BELTWAY PARKWAY
FUNDING: LOCAL FUNDS
YOE (2016) COST: $1,016,063

ADD PROJECT
B. CSJ: 0922-33-925 - CONSTRUCTION
(5 LANE RURAL ROADWAY - CONSTRUCTION)
FROM: FM 1472
TO: 0.1 MILES EAST OF BELTWAY PARKWAY
FUNDING CATS: LOCAL FUNDS/ SIB LOAN
YOE (2018) COST: $20,890,841

0 4.5 Mi

2015-2018 TIP – REVISION 3

Proposed Amendments:

MOBILITY

1. Purpose: Add project CSJ 0922-33-925, phase 1, to funded projects listings in Transportation Improvement Program (TIP).

CSJ:	To be provided by TxDOT
MPO ID #	2015-MPO-01
Proposed Interim Facility:	5 lane rural roadway
Limits:	From FM 1472 to 0.1 miles east of Beltway Parkway
Length:	5.07 miles

ENVIRONMENTAL PHASE

Schematic and Environmental:	$ 1,016,063

DESIGN PHASE

PS&E	$ 1,775,721

RIGHT OF WAY

ROW Cost:	$ 7,787,520

CONSTRUCTION PHASE

Construction Engineering:	$ 979,780
Construction Cost:	$20,890,841
Contingency:	$ 624,637
Indirect Costs:	$ 0

Total Project Cost:	$33,074,562
Funding:	$1,016,063 (Local Funds – Schematic and Environmental)
Letting:	FY 2016

Comments continued next page….

2015-2018 TIP – REVISION 3

MOBILITY

2. Purpose: Add project CSJ 0922-33-925, phase 2, to funded projects listings in Transportation Improvement Program (TIP).

CSJ:	To be provided by TxDOT
MPO ID #	2015-MPO-02
Proposed Interim Facility:	5 lane rural roadway
Limits:	From FM 1472 to 0.1 miles east of Beltway Parkway
Length:	5.07 miles
ENVIRONMENTAL PHASE	
Schematic and Environmental:	$ 1,016,063
DESIGN PHASE	
PS&E	$ 1,775,721
RIGHT OF WAY	
ROW Cost:	$ 7,787,520
CONSTRUCTION PHASE	
Construction Engineering:	$ 979,780
Construction Cost:	$20,890,841
Contingency:	$ 624,637
Indirect Costs:	$ 0
Total Project Cost:	$33,074,562
Funding: $	20,890,841 (Local Funds/SIB Loan – For Construction)
Letting:	FY 2018

TRANSIT

1. Purpose: *Amending* the Grouped Statewide Projects definition chart by revising the Transit Improvements and Programs definition to include the following italicized language*:

- Transit Improvement and Programs- Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. ***Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management /coordination.***

* See FHWA/FTA letter dated August 4th, 2015 including updated Grouped Statewide Project chart.

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

For Informational Purposes Only:

2015 -2018 TIP Grouped Projects (Already included in the TIP)		
1	Status	**Grouped Project in the 2015 - 2018 TIP**
	CSJ #	**To Be Determined**
	Project Description	**Signal improvements**
	Location	**Various on and off system roadways**
	Limits	
	Funding	**$600,000**
	Letting	**August of 2016**
2	Status	**Grouped Project in the 2015-2018 TIP**
	CSJ #	**0922-33-152**
	Project Description	**Install raised median**
	Location	**McPherson @ Calton road**
	Limits	
	Funding	**$203,829**
	Letting	**Sept. of 2016**
3	Status	**Grouped Project in the 2015-2018 TIP**
	CSJ #	**0922-33-153**
	Project Description	**Install raised median/Add right turn lane**
	Location	**McPherson @ Del Mar Boulevard**
	Limits	
	Funding	**$505, 445**
	Letting	**Sept. of 2016**
4	Status	**Grouped Project in the 2015-2018**
	CSJ #	**0922-33-154**
	Project Description	**Install raised median**
	Location	**McPherson @ International Boulevard**
	Limits	
	Funding	**$306,098**
	Letting	**Sept. of 2016**

Grouped Statewide Projects

For projects not determined to be regionally significant in one line item, the Federal Highway Administration has allowed TxDOT to develop statewide groupings of projects that are identified by a statewide CSJ. Use of statewide groupings of projects allows for a more efficient method of programming and letting projects decreases the need to make revisions to the TIP. The following table shows the statewide groupings of projects and provides a description of the type of projects that are placed in each grouping.

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right-of-way acquisition	Right of Way acquisition for any project that is not added capacity in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving,turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separation	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacemenVrehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths, and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. ***Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.***

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

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL TRANSIT ADMINISTRATION
819 TAYLOR STREET, RM 8A36
FORT WORTH, TEXAS 76102

FEDERAL HIGHWAY ADMINISTRATION
300 EAST 8TH STREET, RM 826
AUSTIN, TEXAS 78701

August 4, 2015

REFER TO: HPP-TX

Grouped Project Definitions

Mr. James Koch, P. E.
Director, Transportation Planning and
Program Development
Texas Department of Transportation
125 E. 11th Street
Austin, TX 78701

Dear Mr. Koch:

Our letter of October 7, 2004 provided additional guidance and clarification concerning the use of grouped projects in Metropolitan Transportation Improvement Programs (TIP) and the Statewide Transportation Improvement Program (STIP). Included with our letter was Table 1, indicating grouped project category definitions. Recently, FHWA and FTA have been in discussion regarding how best to update the category and definition for Transit. Based upon these discussions we have revised the category and grouped project definitions for Transit Improvements. The category formerly referenced as Transit Improvements will now be titled: *Transit Improvement and Programs*. For your reference, enclosed is a new table of approved grouped project categories and definitions (Table 1).

At this time projects funded with Transportation Alternatives Program (TAP), Transportation Enhancement (TE), and Congestion Mitigation and Air Quality Program (CMAQ) funding still require an individual Federal eligibility determination prior to authorization of Federal funding, and therefore are not approved to be grouped. Recreational Trails Program projects consistent with the revised grouped project category definitions may be grouped. RTP projects not consistent with revised group project category definitions must continue to be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Please disseminate this information to TxDOT's District offices, Texas' Metropolitan Planning Organizations, and other TxDOT offices as appropriate.

If you have any questions please contact Genevieve Bales at (512) 536-5941 or Lynn Hayes at (817) 978-0565.

Sincerely yours,

Michael T. Leary
Director, Planning and Program Development
Federal Highway Administration

Enclosures

Cc: Trey Cooksey, TPWD
Jack Foster, TxDOT-TPP
Kelly Kirkland, TxDOT-PTN
Donald R. Koski, FTA-Region 6
Pete Krause, TxDOT-Design
Teri Kaplan, TXDOT-PTN
FHWA-HA-TX, HB-TX, HAM-TX

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised August 4, 2015

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way Acquistion	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation.
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.

Table 1

GROUPED PROJECT CSJs

Definition of Grouped Projects for use in the STIP
Revised August 4, 2015

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management/coordination.

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

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

Vanessa Guerra

From: Lori Morel <Lori.Morel@txdot.gov>
Sent: Tuesday, September 15, 2015 9:14 AM
To: Allison Kurwitz; Amanda Fling; Amanda Longoria; Andrew Chisholm; Angela Gil; Annabel Jurado; Art Estrada Jr; Catherine McCreight; Christina Stokes; Clayton Ripps; Codie Parkhill; David Caffey; Deanne Simmons; Diana Vargas; Donald McNatt; Donna West; Doug Marino; Eduardo Bernal; Elisa Garcia; Epigmenio Gonzalez; Eric Fisher; Evan Roberts; Gary Enos; Glenn Yowell; Graciela Cantu; Jane Jiang; Jerry Cash; Jonathan Bean; Juan Sanchez; Julie Rook; Kimberlee Freeman; Kirsten Lozano; Kristan Hereford; Kristi Schwartz; Laura Crow; Liz Bullock; Lynn Daniel; Maricela Salinas; Marisabel Ramthun; Mark Mosley; Marty Boyd; Michael Beaver; Michael Bolin; Nathan R. Bratton; Norma Garza; Pam Hasker; Penny Sansom; Randy Aguilar; ReaDonna Jones; Rebecca Pinto; Robert Ornelas; Roberto Rodriguez III; Rowdy Cantwell; Sam Skrehot; Sara Finch; Scott Ayres; Shannon Hawkins; Sonya Hudson; Stephen Gipson; Tamara Cope; Tamelia Spillman; TE Knight; Terry Nix; Victor Vourcos; "Cevilia@ci.waco.tx.us".Smtp.GWIA; Alan Clark; Alan Morrison Texarkana MPO; Alex Kone - CAMPO; Andrew Canon; Ashby Johnson (ashby.johnson@campotexas.org); Barbara Holly; Bart Benthul; Brad TEX-McCaleb (bmccaleb@bcsmpo.org); Brigida Gonzalez; Cameron Walker; Cheryl Maxwell - KT MPO; Christie Gotti; Dan Kessler ; David Wurdlow - HGAC; Doray Hill; Elisa Smetana; Gary Holwick; Georgina Lopez (georgina.lopez@cob.us); H. David Jones; Heather Nick; J Page Scott; J Pollack; Jaimie Lee; Jeanne Geiger ; Jimmie Lewis; Joel Garza; Karen Owen; 'Karl Welzenbach'; Kenneth Bunkley ; Lin Barnett; Linda De La Fuente ; Lorrine Quimiro ; Maria Champine ; Mark Collier - KT MPO; Mark Lund; Mary Craighead - Victoria MPO; Michael Medina ; Michael Morris; Phillip Tindall - CAMPO; Roger Williams - El Paso MPO; Sid Martinez; Tammy Walker - Lubbock MPO; Vanessa Guerra
Cc: James Koch; Jack Foster; Peggy Thurin; Casey Dusza; Michelle Conkle; Bill Hale; Bob Bielek; Bob Ratcliff; Bobby Littlefield Jr; Brian Barth; Cheryl Flood; Chris Caron; Dennis Cooley; Doug Eichorst II; Elias Rmeili; Greg Malatek; Lance Simmons; Larry Tegtmeyer; Lonnie Gregorcyk; Mario Jorge; Marty Smith; Melisa Montemayor; Mike McAnally; Paul Montgomery; Quincy Allen; Randy Hopmann; Ron Johnston; Stan Swiatek; Toribio Garza Jr; Tracy Cain; Tucker Ferguson; #TPD DIRECTORS; Cindy Mueller; Joe Clark; Mansour Shiraz; Megan Campbell; Nick Page; Raymond Sanchez Jr; Sara Garza; Tim Juarez; Travis Milner; Alison McMillan; Christina Cabello; Debbie Menefee; Donna Bullard; Hettie Thompson; Jody Shaw; John Stott; Kelly Kirkland; Kristopher Lee; Lillie Salas; Teri Kaplan; Jackie Ploch; Juan Valera-Lema; Julia Ragsdale; Lindsey Kimmitt; Margaret Canty; Sandra Chipley; Scott Ford; Sonya Hernandez; Tim Wood
Subject: Grouped Project Chart ** UPDATED**
Attachments: Grouped Project Chart _ August 2015.pdf

FHWA / FTA have update the grouped project chart within the "Transit Improvements" grouping definition. This is the only change to the chart.

The revised August 4th , 2015 grouped project category for Transit Improvements now reads:

Transit Improvements and Programs

Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. **Also includes transit operating assistance, acquisition of third-party transit services, and transit marketing, and mobility management / coordination**.

Thanks,

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

GROUPED PROJECTS
LAREDO METROPOLITAN PLANNING ORGANIZATION
FY 2016

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-158	VA	C			$ 624,000

LIMITS FROM AT VARIOUS LOCATIONS ACROSS
LIMITS TO: THE CITY OF LAREDO
PROJECT DESCR: RETIMING OF TRAFFIC SIGNALS CITY WIDE AND ADDING OR UPGRADIN COMMUNICATION EQUIPMENT TO INCORPORATE IN TO THE ATMS NETWK

REVISION DATE: 11/2015
MPO PROJ NUM:
FUNDING CAT(S): 10,LC

REMARKS P7:

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

PRELIM ENG:	$	30,576
ROW PURCHASE:	$	0
CONST COST:	$	624,000
CONST ENG:	$	39,811
CONTING:	$	8,050
IND COSTS:	$	39,811
BND FINANCING:	$	0
TOTAL PRJ COST:	$	778,315

COST OF APPROVED PHASES: $ 624,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

	FEDERAL	STATE	LOCAL	LC	TOTAL
10-MISC:	$ 480,000	$ 120,000	$ 0	$ 0	$ 600,000
LOCAL CONTR:	$ 0	$ 0	$ 0	$ 24,000	$ 24,000*
TOTAL:	$ 480,000	$ 120,000	$ 0	$ 24,000	$ 624,000

GROUPED PROJECT

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

* FUNDING NOT FIXED

— FOR INFORMATIONAL PURPOSES ONLY —

2013 Highway Safety Improvement Program (HSIP)
Approved Projects
Laredo District

District	County	Highway	Primary Street (OR Section) (If Applicable)	Proposed Project Limits: From	To	Beg DFO	End DFO	Proposed Countermeasure(s) (Work Codes)	Approximate Estimated Construction Cost	Crashes (2010-2012): Fatal Crashes	Incapacitating Crashes	Non-Incapacitating Crashes	SR				
Laredo	Dimmit	US0083		@ US 277		607.428		Improve Traffic Signals	$ 70,875	0	1	1	25.69	Intersection	10/14	1708	HES
Laredo	Kinney	US0090		4.318 mi E of Bracketville	Uvalde C/L	338.500	352.700	Texturize Shoulders (rolled in or milled in),Centerline Texturing	$ 70,290	1	2	7	92.98	HSIP	10/14	1708	HES
Laredo	Kinney	US0277		Val Verde C/L	Maverick C/L	405.394	419.031	Texturize Shoulders (rolled in or milled in),Centerline Texturing	$ 62,865	3	1	2	123.24	HSIP	10/14	1708	HES
Laredo	LaSalle	FM0133		US 83	IH 35	0.000	20.583	Texturize Shoulders (rolled in or milled in),Centerline Texturing	$ 86,625	1	1	4	49.28	HSIP	10/14	1708	HES
Laredo	LaSalle, Webb	SH0044		Duval C/L	IH 35	12.109	46.698	Texturize Shoulders (rolled in or milled in),Centerline Texturing	$ 148,995	4	3	4	91.44	HSIP	10/14	1708	HES
Laredo	Val Verde	US0090		Kingsway	De la Rosa	300.118	304.495	Improve Traffic Signals,Interconnect Signals	$ 249,000	0	6	35	57.82	Intersection	10/14	1708	HES
Laredo	Webb	FM1472		Killam Industries	Pellegrino	30.340	30.610	Install Raised Median	$ 128,438	1	2	1	36.37	HSIP	5/15	1708	HES
Laredo	Webb	US0059		FM 2050	FM 2895	569.889	582.733	Texturize Shoulders (rolled in or milled in),Centerline Texturing	$ 147,218	2	0	3	28.10	HSIP	10/14	1708	HES
Laredo	Webb	US0059		Arkansas	IH 35	612.342	614.517	Improve Traffic Signals,Interconnect Signals	$ 123,750	0	12	52	215.27	Intersection	10/14	1708	HES
Laredo	Webb	US0083		Dimmit C/L	SH 44	637.046	650.000	Texturize Shoulders (rolled in or milled in),Centerline Texturing	$ 103,505	1	3	3	76.13	HSIP	10/14	1708	HES
Laredo	Webb	US0083		SH 44	IH 35	650.000	669.806	Texturize Shoulders (rolled in or milled in),Centerline Texturing	$ 91,130	3	3	7	133.31	HSIP	10/14	1708	HES
Laredo	Webb	US0083		SH 359	IH 35	687.985	690.266	Improve Traffic Signals,Interconnect Signals	$ 153,625	1	11	46	168.73	Intersection	10/14	1708	HES
Laredo	Webb	US0083		Palo Blanco	SH 359	690.273	692.407	Improve Traffic Signals,Interconnect Signals	$ 109,625	1	7	44	172.20	Intersection	10/14	1708	HES
Laredo	Webb	US0083		Cielito Lindo	Palo Blanco	692.407	694.920	Improve Traffic Signals,Interconnect Signals	$ 131,375	0	4	28	77.32	Intersection	10/14	1708	HES
Laredo	Webb		McPherson	@ Calton Road		N/A		Install Raised Median	$ 203,829	0	1	4	9.57	Off-System	2017	1708	HES
Laredo	Webb		McPherson	@ Del Mar Boulevard		N/A		Install Raised Median Add Right Turn Lane	$ 505,445	0	2	5	8.50	Off-System	2017	1708	HES
Laredo	Webb		McPherson	@ International Boulevard		N/A		Install Raised Median	$ 306,098	0	0	4	1.40	Off-System	2017	1708	HES
									$2,692,698								

Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Wednesday, September 09, 2015 4:57 PM
To: Vanessa Guerra
Cc: Nathan R. Bratton; Robert F. Peña; Ana Duncan; Gustavo Elizondo Jr
Subject: 0922-33-158

Vanessa,

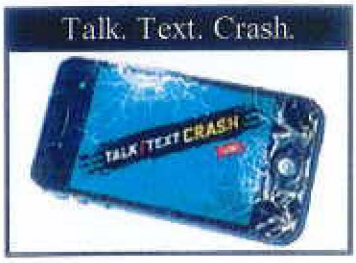
The City Light retiming project ($600,000) is a local let project. The run I sent you showed the 80/20 split as Federal/State but should show Federal/Local so the city is responsible for the 20%. Gustavo is in the process of looking in to EDCP relief for this project. The problem we are having is On System and Off System may qualify for different relief amounts. If they are different amounts we would need a breakdown of how much would be used for on system and how much for off system.

Robert,

It is my understanding that our traffic department are working on some projects for lights identified on your location map. Can you coordinate with them to get a better understanding of which lights we would actually fund with CBI.

Thanks.

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



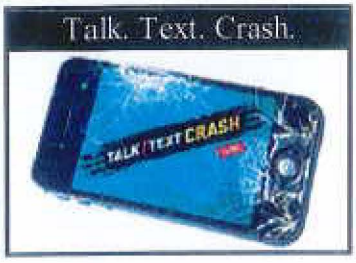
Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Friday, September 04, 2015 10:28 AM
To: Vanessa Guerra
Subject: Retiming of Traffic Signals CSJ:0922-33-158
Attachments: Laredo MPO TIP pg.pdf

Vanessa,

Since the project is Grouped we do not have to submit paper work for the eStip.
Attached find a Group run for this project for your records.

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



Vanessa Guerra

From: Randy Aguilar <Randy.Aguilar@txdot.gov>
Sent: Thursday, September 03, 2015 2:23 PM
To: Vanessa Guerra
Subject: FW: STIP question

We have it grouped.

From: Lori Morel
Sent: Thursday, September 03, 2015 12:49 PM
To: Randy Aguilar
Subject: RE: STIP question

No. They will just need to make sure their policy board is aware. Make sure they do not list the project individually. And, you can change the revision date to 09/2015.

Lori

From: Randy Aguilar
Sent: Thursday, September 03, 2015 12:47 PM
To: Lori Morel
Subject: RE: STIP question

Does the MPO have to submit anything for this revision?

From: Lori Morel
Sent: Thursday, September 03, 2015 12:45 PM
To: Randy Aguilar
Subject: RE: STIP question

I have grouped this project. If you are wanting to list, please let me know so I can change DCIS.

Lori

From: Randy Aguilar
Sent: Thursday, September 03, 2015 10:51 AM
To: Lori Morel
Subject: RE: STIP question

If we could group the project then we could change the revision date to 09/2015. We were originally shooting for 11/2015 because we needed the resolution from MPO.

From: Lori Morel
Sent: Thursday, September 03, 2015 10:23 AM
To: Randy Aguilar
Subject: RE: STIP question

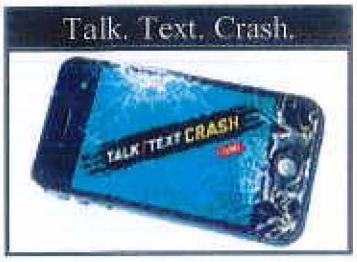
As long as it has not been individually listed in the TIP / STIP I believe it can be grouped.

Lori

From: Randy Aguilar
Sent: Wednesday, September 02, 2015 4:52 PM
To: Lori Morel
Subject: STIP question
Importance: High

City of Laredo will be using $600,000 in CBI funds to upgrade citywide traffic lights. I was getting runs for Vanessa but am now wondering, can we put this in as grouped?
The CSJ is 0922-33-158.
Thanks.

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



LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE:	**SUBJECT:** A MOTION(S)
10-19-15	Receive public testimony and approve Resolution No. MPO 2015-11 adopting the proposed revision(s) of the 2015-2040 Laredo Metropolitan Transportation Plan (MTP) which include: 1. Amending Table 12-10, entitled Roadway and Bicycle/Pedestrian Project Summary and Table 12-11, entitled Roadway projects, and Figure 12-1, entitled Federally fund Roadway, Bicycle and Pedestrian Projects, by: a. ***adding*** project CSJ 0922-33-925, phase 1, intended to provide for the preliminary engineering of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, with an estimated cost for schematic and environmental document of $1,016,063; and, b. ***adding*** project CSJ 0922-33-925, phase 2, intended to provide for the construction of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, with an estimated cost of construction of $20,890,841; and, c. ***adding*** project CSJ 0922-33-950 intended to provide the construction of 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH-35 with an with an estimated total project cost of $ 24,544,444 with an estimated 2025 year of expenditure cost of $25,193,851; and, 2. Amending Table 12-22, entitled Illustrative Projects by ***revising*** project No. 7, described as Green Ranch Parkway, intended to provide for the engineering and construction of a 2 lane roadway, from FM 1472 to IH35, with an estimated total project cost of $34,100,000; such that the project will now be identified as Hachar Parkway and will provide for the engineering and construction of a 10 lane freeway (mainlanes and ramps), from FM 1472 to IH-35, with an estimated 2036 year of expenditure cost of $90,673,786. 3. Amending Table 12-8, entitled Roadway and Bicycle/Pedestrian Operations and Maintenance Costs by revising the projected revenue and cost estimates per the latest projections. MTP15-40/REV 02

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

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.

BACKGROUND: The Laredo Metropolitan Transportation Plan is an official, comprehensive, intermodal transportation plan developed and adopted for the metropolitan planning area. The MTP identifies the existing and future transportation needs and develops coordinated strategies to provide the necessary transportation facilities essential for the continued mobility and economic vitality of Laredo. These coordinated transportation strategies include roadway development and operations, truck and rail freight movement, transit operations, bikeways and pedestrian facilities. The development of the MTP is required under the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005, and Moving Ahead for Progress in the 21st Century (Map 21) to assure the continuation of federal transportation funds. The plan must address, at a minimum, a continuous twenty-year planning horizon.

As of December 11, 2007, SAFETEA-LU required that all revisions to the Transportation Improvement Program (TIP) shall also be reflected in the Metropolitan Transportation Plan (MTP). That is a continued requirement under MAP21.

The MTP is proposed for revision as follows. **See ATTACHEMENT A**

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

RESOLUTION NO. MPO 2015-11

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

REVISING 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 October 19th, 2015 at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

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

Nathan Bratton
MPO Director

Melisa Montemayor
Laredo District Administrator

2015-2040 MTP – REVISION 2

Proposed Amendments:
A-1. Purpose: Add project CSJ 0922-33-925, phase 1, to funded projects listings.

CSJ:	CSJ 0922-33-925
MPO ID #	2015-MPO-01
Proposed Interim Facility:	5 lane rural roadway
Limits:	From FM 1472 to 0.1 miles east of Beltway Parkway
Length:	5.07 miles
ENVIRONMENTAL PHASE	
Schematic and Environmental:	$ 1,016,063
DESIGN PHASE	
PS&E	$ 1,775,721
RIGHT OF WAY	
ROW Cost:	$ 7,787,520
CONSTRUCTION PHASE	
Construction Engineering:	$ 979,780
Construction Cost:	$ 20,890,841
Contingency:	$ 624,637
Indirect Costs:	$ 0
Total Project Cost:	$ 33,074,562
Funding:	$1,016,063 (Local Funds – Schematic and Environmental)
Letting:	FY 2016

2015-2040 MTP – REVISION 2

A-2. Purpose: Add project CSJ 0922-33-925 to funded projects listings.

CSJ:	CSJ 0922-33-925
MPO ID #	2015-MPO-02
Proposed Interim Facility:	5 lane rural roadway
Limits:	From FM 1472 to 0.1 miles east of Beltway Parkway
Length:	5.07 miles
ENVIRONMENTAL PHASE	
Schematic and Environmental:	$ 1,016,063
DESIGN PHASE	
PS&E	$ 1,775,721
RIGHT OF WAY	
ROW Cost:	$ 7,787,520
CONSTRUCTION PHASE	
Construction Engineering:	$ 979,780
Construction Cost:	$ 20,890,841
Contingency:	$ 624,637
Indirect Costs:	$ 0
Total Project Cost:	$ 33,074,562
Funding: $	20,890,841 (Local Funds/SIB Loan – For Construction)
Letting:	FY 2018

2015-2040 MTP – REVISION 2

A- 3. Purpose: Add project CSJ 0922-33-950 to Metropolitan Transportation Plan.

CSJ:	CSJ 0922-33-950
Proposed Interim Facility:	5 lane rural roadway
Limits:	From 0.1 miles east of Beltway Parkway to I-35
Length:	3.55 miles
ENVIRONMENTAL PHASE	
Schematic and Environmental:	$ 749,725
DESIGN PHASE	
PS&E	$ 1,311,246
RIGHT OF WAY	
ROW Cost:	$ 5,750,542
CONSTRUCTION PHASE	
Construction Engineering:	$ 755,895
Construction Cost:	$ 15,426,435
Contingency:	$ 550,601
Indirect Costs:	$ 0
Total Project Cost:	$ 24,544,444
Year of Expenditure Cost:	$28,193,851
Funding:	$28,193,851 (Local Funds)
Letting:	FY 2025

2015-2040 MTP – REVISION 2

B. Purpose: Amend Table 12-22, entitled Illustrative projects by REVISING Project No. 7 to reflect the following information:

CSJ:	To be provided by TxDOT
Proposed Ultimate Facility:	10 Lane Freeway (main lanes and ramps)
Limits:	From FM 1472 to I-35
Length:	8.62 miles
ENVIRONMENTAL PHASE	
Schematic and Environmental:	$ 0
DESIGN PHASE	
PS&E	$ 3,920,000
RIGHT OF WAY	
ROW Cost:	$0
CONSTRUCTION PHASE	
Construction Engineering:	$ 1,878,678
Construction Cost:	$ 56,000,000
Contingency:	$ 1,687,424
Indirect Costs:	$ 0
Total Project Cost:	$63,486,102
Year of Expenditure Cost:	$90,673,786
Funding:	$ Local/State/Federal/Strategic Corridor Planning
Letting:	FY 2036-2040

C. Amending Table 12-8, entitled Roadway and Bicycle/Pedestrian Operations and Maintenance Costs by revising the projected revenue and cost estimates per the latest projections:

~~Table Error! No text of specified style in document. 1: Roadway and Bicycle/Pedestrian Operations and Maintenance Costs~~

~~Jurisdiction~~	~~FY 2015-2040 Projected Amount of Revenue~~
~~TxDOT Laredo District – Category 1~~	~~$1,267,175,000*~~
~~TxDOT Laredo District – Category 8~~	~~$0**~~
~~MPO – Category 1~~	~~$0**~~
~~MPO – Category 8~~	~~$1,820,961~~
~~Webb County~~	~~$0**~~
~~City of Laredo~~	~~$0**~~

~~*Based on expanding the yearly average of the available funding amounts from year 2015 to 2018 in the 2015-2024 UTP.~~
~~**No funding projections are available~~

Table 12-8: Roadway and Bicycle/Pedestrian Operations and Maintenance Costs

Jurisdiction	*FY 2015-2040 Projected Amount of Revenue*
TxDOT Laredo District – Category 1	$1,267,175,000*
TxDOT Laredo District – Category 8	92,600,000**
MPO – Category 1	$91,333,332**
MPO – Category 8	$1,820,961
Webb County	$0***
City of Laredo	14,540,225****

**Based on expanding the yearly average of the available funding amounts from year 2015 to 2018 in the 2015-2024 UTP.*
*** Based on expanding the yearly average for funds allocated in FY 13, 14 and 15*

*** All County roads meeting the M&O cost reporting requirements are unpaved.
The County does not currently have a paving crew.
***** Based on the average of the 2012-2014 amounts projected thru 2040.*

Figure 12-1: Roadway and Bicycle and Pedestrian Projects

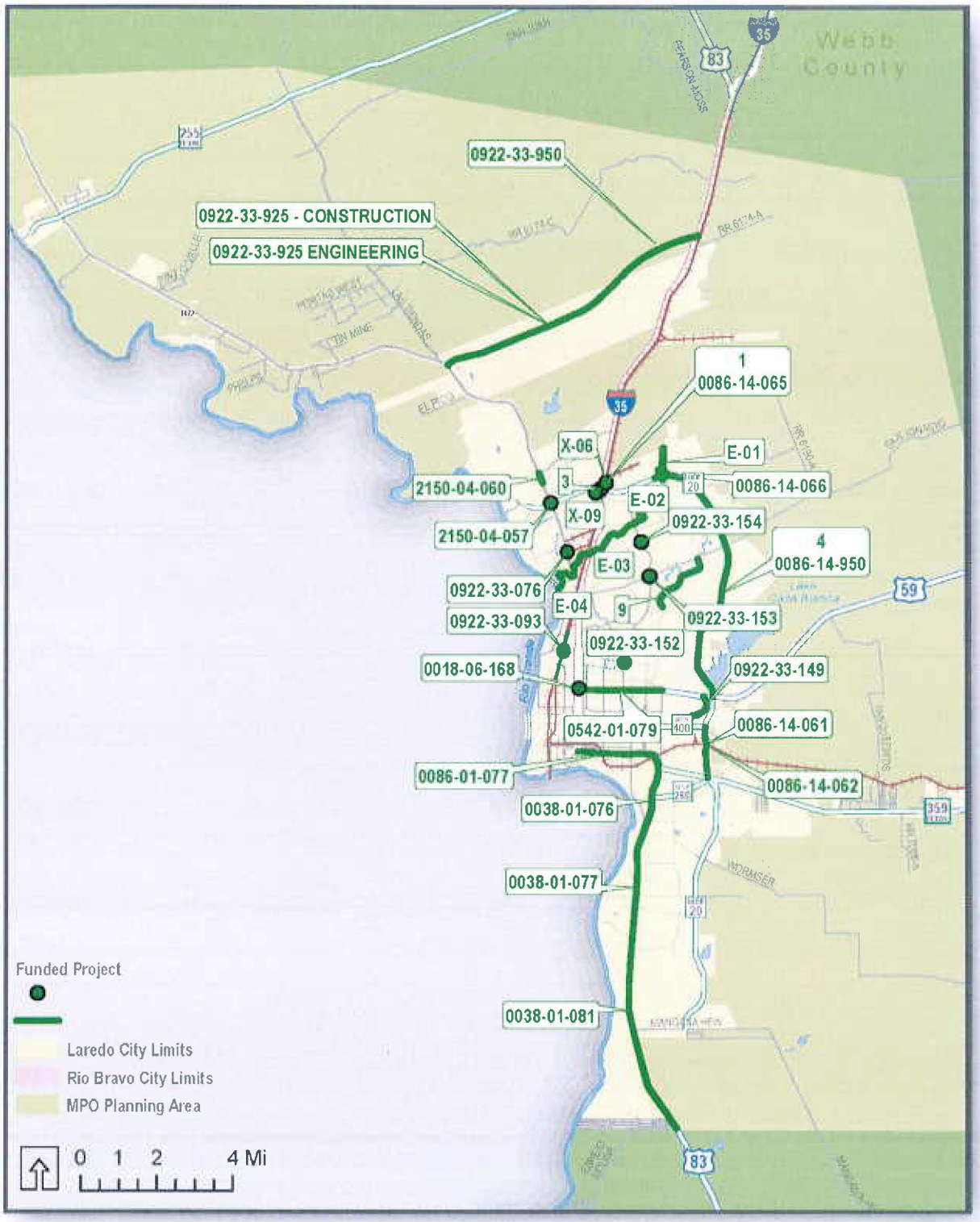


Table 12-14 Roadway Projects

CSJ 0922-33-925 ***(Hachar Parkway)*** *FM 1472 to 0.1Mi East of Beltway Pkwy:* ***5 lane rural roadway Engineering***

Description: The project will provide the preliminary engineering (schematic and environmental) for a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, 5.07 miles in length. The roadway is intended to be extended toward the east until it intersect with IH 35 and will thus ultimately provide an alternate east west connection between Mines Road and IH 35.

Year: 2016
Total Project Cost (2015 Dollars):
$--1,016,063
YOE Cost: $-1,056,705-
Programmed Amount:
Local Funds $-1,016,063-
Other Amount: $-0
Funding: -Local-
Environmental Impacts and Environmental Justice- The project passes through 100-year flood plains, but it is not near low income areas or cultural resources

CSJ 0922-33-925 ***(Hachar Parkway)*** *FM 1472 to 0.1Mi East of Beltway Pkwy:* ***5 lane rural roadway Construction***

Description: : The project will provide for the construction of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, 5.07 miles in length. The roadway is intended to be extended toward the east until it intersect with IH 35 and will thus ultimately provide an alternate east west connection between Mines Road and IH 35.

Letting Year: 2018
Total Project Cost:$20,890,841
YOE Cost:$--23,499,354
Programmed Amount:$-20,890,840
Other Amount:$--2,608,513
Funding:--SIB Loan/local funds
Environmental Impacts and Environmental Justice- The project passes through 100-year flood plains, but it is not near low income areas or cultural resources

CSJ 0922-33-9508 ***(Hachar Parkway)*** *From 0.1 Mi E of Beltway Pkwy to IH 35:* ***5 lane rural roadway Engineering and Construction***

Description: The project will provide for the engineering and construction of a 3.55 mile, 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH-35. The road is intended as the extension of Hachar Parkway and will provide an alternate east west connection between FM 1472 and IH 35.

Letting: FY 2025
Total Cost: $24,544,444
YOE Cost:$--28,193,851
Programmed Amount:$- 28,193,851
Other Amount:$--0
Funding:--Local funds
Environmental Impacts and Environmental Justice-The project passes through 100-year flood plains .

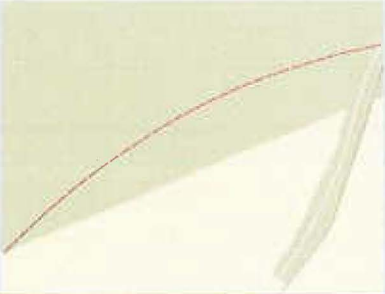


Table 12-10: Roadway and Bicycle/Pedestrian Projects Summary

Cat	CSJ No./ID	Roadway	Limits	Description	Letting Year	Project Cost: Total Project Cost (In 2014 dollars)	Project Cost: Year of Expenditure Cost	Projected Revenue: Federal Revenue	Projected Revenue: Other Revenue(RMA and Local Sources)
7, 11	0086-14-061	Loop 20	SH 359 to Spur 400	Widen existing bridge	2015	N/A	$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 400	New Nonfreeway frontage road	2015	N/A	$17,613,584	$1,506,867	$16,106,717
8	0018-06-168	IH 35	At US 59 intersection	Improve traffic signal on frontage road	2015	$96,146	$99,992	$81,702	$18,290
8	0038-01-076	US 83	Palo Blanco to SH 359	Improve traffic signals - interconnect 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 - interconnect signals	2015	$174,922	$181,919	$153,625	$28,294
8	0542-01-079	US 59	IH 35 to Arkansas	Improve traffic signals - interconnect 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 install overhead guide signs	2015	$90,700	$94,328	$77,074	$17,254
8	2150-04-060	FM 1472	Killam Industrial Blvd to Pellegrino	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
10	0922-33-076	At the intersection of FM 1472 and Flecha Ln/Las Cruces Dr		Re-align intersection	2015	$3,377,269	$3,512,360	$1,440,411	$2,071,949
11	0922-00-060	VA	Districtwide	Upgrade bridge rail and MBGF	2015	$3,059,036	$3,181,397	$2,500,000	$681,397
12	0038-01-081	US 83	Cielito-Lindo Blvd (NB) to Espejo Molina Rd (NB)	Resurface of existing highway	2015	$253,823	$263,976	$6,593,622	$0
1,2M, 11	0086-14-066	Loop 20	0.45 m. east of Internation Blvd.to 0.25 m. west of Mcpherson	Construction of interchange	2016	N/A	$22,777,543	$583,634	$22,193,909
9	E-01	Manadas Creek Hike and Bike Trail, Phase III	United High School to Loop 20	Construct hike and bike trail	2016	$886,846	$959,213	$959,213	$0
10	0922-33-093	Calton Rd	Santa Maria Ave	Construct overpass	2016	$23,309,669	$25,211,738	$12,926,124	$12,285,614
10	0086-14-058	Loop 20	East of International Blvd to US 59/Loop 20 interchange	Schematic, environmental, ROW-survey/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
Local	0922-33-925	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
2, 7, 12	1/0086-14-065	Loop 20	At IH 35	Construct overpass and approach roadways	2017	$32,509,223	$36,568,455	$22,652,967	$13,915,488
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
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
Local	0922-33-925	Hachar Parkway	FM 1472 to 0.1 m. E. of Beltway Parkway	Construction of 5.07 miles of 5 lane rural roadway	2018	$20,890,841	$23,499,354	$0	$23,499,354
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
7, 10	4/0086-14-950	Loop 20	International Blvd to US 59	Upgrade to interstate standards, including overpasses at Shiloh Dr, Del Mar Blvd, University Blvd, Jacaman Rd, and Airport	2020	$391,400,000	$495,245,864	$116,608,517	$378,637,347
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	0922-00-955	VA	Districtwide	Upgrade bridge rail and MBGF	2021	$3,089,178	$4,065,147	$2,500,000	$1,565,147
11	0922-00-960	VA	Districtwide	Upgrade bridge rail and MBGF	2022	$3,089,178	$4,227,753	$2,500,000	$1,727,753
11	0922-00-970	VA	Districtwide	Upgrade bridge rail and MBGF	2023	$3,089,178	$4,396,863	$2,500,000	$1,896,863
Local	0922-33-950	Hachar Parkway	0.1 m. E. of Beltway Parkway to IH 35	Construction of 3.55 miles of 5 lane rural roadway	2025	$24,544,444	$28,193,851	$0	$28,193,851
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			$78,724,726	$942,335,246	$227,290,908	$721,374,483

Other Unfunded Needs

The MPO has determined that the following projects are needed for congestion relief, economic development, and improved safety. However, current funding forecasts leave these projects without an identified funding source. Should additional funding be made available through either federal, state, local, or other sources, these projects will be developed and advanced accordingly. These projects are considered as "illustrative" and are outside the financial constraint of this plan. **Figure 12-3** shows the locations of these illustrative projects. **Table 12-22** describes the details of these projects.

Figure 12-3: Illustrative Projects

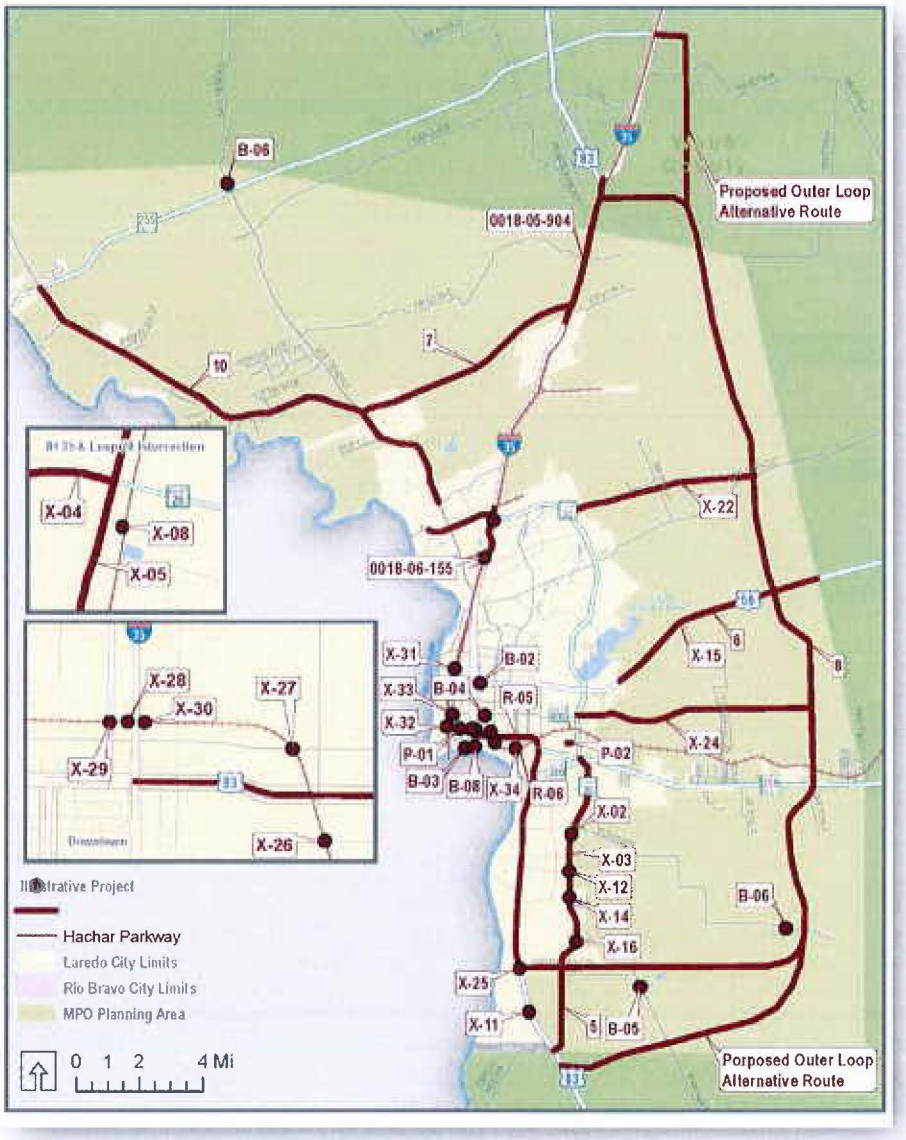


Table 12-22 Illustrative Projects

~~7 Green Ranch Pkwy from FM 1472 to IH 35: **Construct new roadway with 2 lanes**~~

~~**Description:** The project will provide an addition east-west to connect FM 1472 (slightly south of the intersection of FM 1472 and FM 3338) to IH 35 (approximately 1 mile north of the Uniroyal Drive/Beltway Parkway). It could divert traffic, especially commercial traffic from SH 255 and Killam Industrial Boulevard. Commercial truck traffic traveling between Laredo-Colombia Solidarity Bridge and the trade/trucking/warehouse areas along IH 35 could utilize this route to shorten travel time.~~

~~**Total Cost:** $34.41 Million~~
~~**Funding:** Unfunded~~
~~**Environmental Impacts and Environmental Justice:**~~
~~The project passes through 100-year flood plains, but it is not near low income areas or cultural resources.~~

7 *Hachar Pkwy from FM 1472 to IH 35:* ***Construct freeway with 10 lanes (main lanes & ramps)***

Description: The project will provide for the expansion of the currently programmed 5 lane road to a 10 lane Freeway with main lanes and ramps. It is intended to provide an east-west to connect FM 1472 (slightly south of the intersection of FM 1472 and FM 3338) to IH 35 (approximately 1 mile north of the Uniroyal Drive/Beltway Parkway). It could divert traffic, especially commercial traffic from SH 255 and Killam Industrial Boulevard. Commercial truck traffic traveling between Laredo-Colombia Solidarity Bridge and the trade/trucking/warehouse areas along IH 35 could utilize this route to shorten travel time.

Letting: 2036-2040
Total Project Cost: $63,486,102
YOE: $90,673,786
Funding: Unfunded
Environmental Impacts and Environmental Justice:
The project passes through 100-year flood plains, but it is not near low income areas or cultural resources.

Vanessa Guerra

From: Angelica M. Ojeda
Sent: Thursday, September 24, 2015 5:00 PM
To: Vanessa Guerra
Cc: Angelica Quijano; Nathan R. Bratton; John Orfila, Jr.
Subject: RE: Maintenance and Operations Costs for FY 12, 13, 14

Good afternoon Vanessa,
Below is the information you requested.

FY2012	$885,934
FY2013	$240,714
FY2014	$618,179

Thanks,
Angie

From: Vanessa Guerra
Sent: Thursday, September 24, 2015 11:41 AM
To: John Orfila, Jr.
Cc: Angelica Quijano; Nathan R. Bratton; Angelica M. Ojeda
Subject: FW: Maintenance and Operations Costs for FY 12, 13, 14

Good morning John,

We haven't receive anything yet on the below information request. We will try reaching Ms. Ojeda later today. Thanks. Vanessa

---

From: John Orfila, Jr.
Sent: Friday, September 04, 2015 3:57 PM
To: Vanessa Guerra
Cc: Nathan R. Bratton; Angelica M. Ojeda
Subject: RE: Maintenance and Operations Costs for FY 12, 13, 14

Angie will get it to you by Tuesday...

From: Vanessa Guerra
Sent: Friday, September 04, 2015 3:53 PM
To: John Orfila, Jr.
Cc: Nathan R. Bratton
Subject: RE: Maintenance and Operations Costs for FY 12, 13, 14

Hello again,

I was wondering if you had had a chance to give the below any thought. I know that you are incredibly busy, so if there is someone else in the department I should direct this information request to, I would be happy to do so. If there is, please let me know as soon as possible.

This information is very important and must be included in our long range plan to ensure continued federal funding for our area projects. Thanks in advance for your assistance with this matter.

Vanessa Guerra
Planner III : City of Laredo Planning Department : Laredo Metropolitan Planning Organization : 1120 San Bernardo Ave. : P.O. Box 579 : Laredo Texas 78042-579 : Main: 956-794-1613 : Dir.: 956-794-1604 : Fax: 956-794-1624 : vguerra@ci.laredo.tx.us

---

From: Vanessa Guerra
Sent: Thursday, August 27, 2015 4:41 PM
To: John Orfila, Jr.
Cc: Nathan R. Bratton
Subject: Maintenance and Operations Costs for FY 12, 13, 14

Good afternoon John,

Federal rules require that the MPO's long range transportation plan include forecasts (from 2015-2040), for roadway maintenance and operations costs, for all roadways federally functionally classified as collector and above, in all jurisdictions located within the MPO's planning area boundary.

Please send the amount the City expended during the past three years (FY 12, 13, and 14) to repair, rehabilitate or resurface any roadway other than local (residential type) roads.

Let me know if you have any questions. Thanks.

Vanessa Guerra
Planner III : City of Laredo Planning Department : Laredo Metropolitan Planning Organization : 1120 San Bernardo Ave. : P.O. Box 579 : Laredo Texas 78042-579 : Main: 956-794-1613 : Dir.: 956-794-1604 : Fax: 956-794-1624 : vguerra@ci.laredo.tx.us

Vanessa Guerra

From: Vanessa Guerra
Sent: Thursday, September 24, 2015 12:01 PM
To: Luis Perez Garcia
Cc: Nathan R. Bratton; Angelica Quijano; 'Kirk.Fauver@dot.gov'
Subject: FW: Maintenance and Operations Costs for FY 12, 13, 14
Attachments: Laredo_MPO_Boundary_Map.jpg

Hi Luis,

Just wanted to touch base again regarding the below information request.

Again, when we spoke on 8/26/15, you mentioned that the County has expended no (zero) funds in the last three years on repaving, repair or rehabilitation of county roads. Is that correct? If you could just respond to this email in the affirmative, I could then proceed with the necessary adjustments to the long range plan.

I know you are very busy but FHWA considers our plan in noncompliance with federal rules without this information. The plan must be in compliance per FHWA to assure the continued flow of federal dollars to the Laredo area. I would really appreciate your help on this. Thanks.

Vanessa Guerra
Planner III : City of Laredo Planning Department : Laredo Metropolitan Planning Organization : 1120 San Bernardo Ave. : P.O. Box 579 : Laredo Texas 78042-579 : Main: 956-794-1613 : Dir.: 956-794-1604 : Fax: 956-794-1624 : vguerra@ci.laredo.tx.us

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From: Vanessa Guerra
Sent: Friday, September 04, 2015 3:44 PM
To: Luis Perez Garcia
Cc: Nathan R. Bratton
Subject: FW: Maintenance and Operations Costs for FY 12, 13, 14

Good afternoon Luis,

I haven't heard back so I wanted to follow up on the below email. When we spoke on the phone on 8/26/15, you mentioned that the County has expended no (zero) funds in the last three years on repaving, repair or rehabilitation of county roads. Is that correct? As we discussed FHWA considers the long range plan incomplete without this information. Really appreciate your help on this. V.

Vanessa Guerra
Planner III : City of Laredo Planning Department : Laredo Metropolitan Planning Organization : 1120 San Bernardo Ave. : P.O. Box 579 : Laredo Texas 78042-579 : Main: 956-794-1613 : Dir.: 956-794-1604 : Fax: 956-794-1624 : vguerra@ci.laredo.tx.us

---

From: Vanessa Guerra
Sent: Thursday, August 27, 2015 3:55 PM

To: Luis Perez Garcia
Cc: Nathan R. Bratton
Subject: Maintenance and Operations Costs for FY 12, 13, 14

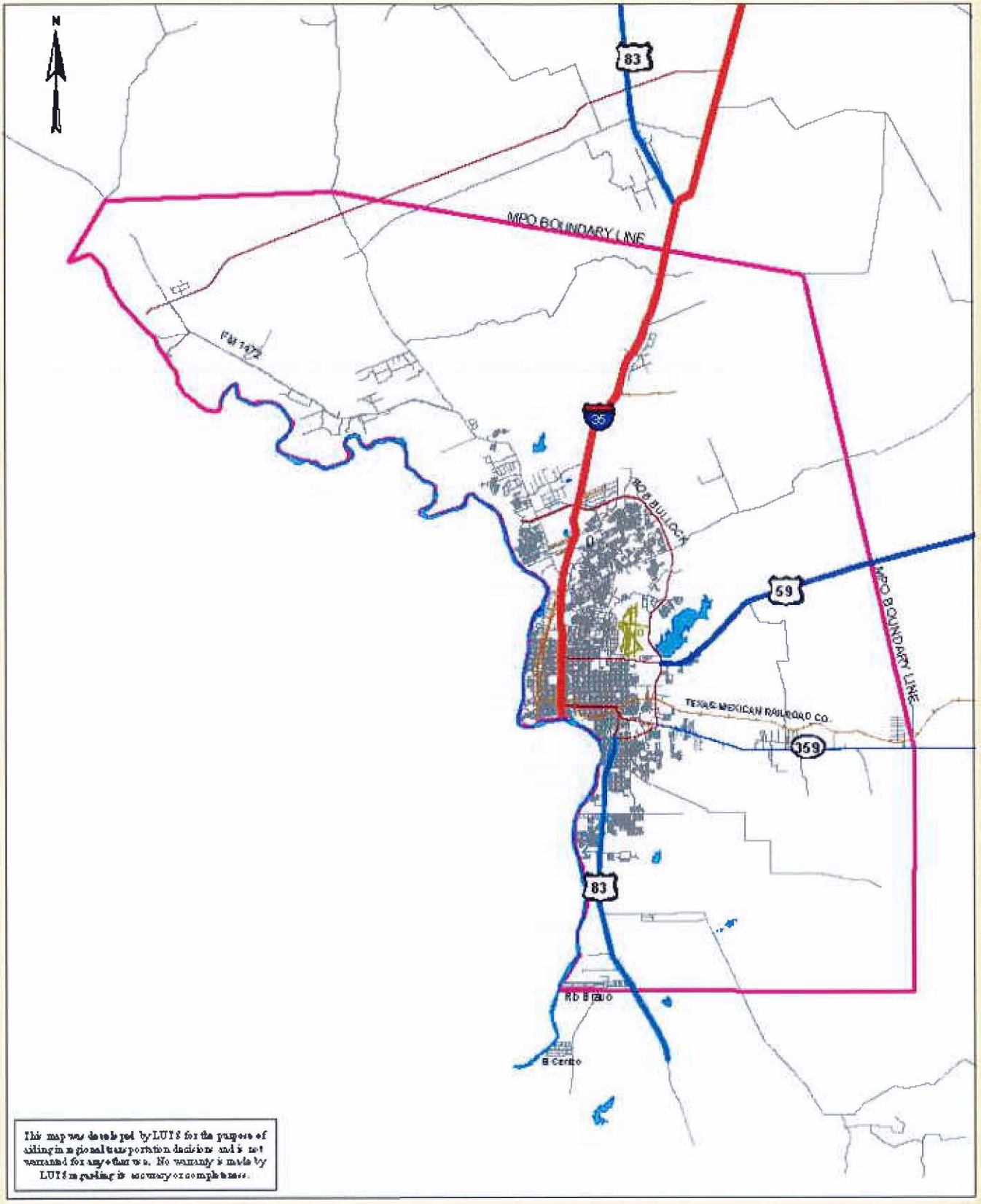
Good afternoon Luis,

As we discussed yesterday, Federal rules require that the MPO's long range transportation plan include forecasts (from 2015-2040), for roadway maintenance and operations costs, for all roadways federally functionally classified as collector and above, in all jurisdictions located within the MPO's planning area boundary.

I have attached a copy of the MPO's Planning area boundary map. Please send the amount the County expended during the past three years (FY 12, 13, and 14) to repair, rehabilitate or resurface any of the larger county roads located within the MPO boundary.

Give me a call with any questions. Thanks.

Vanessa Guerra
Planner III : City of Laredo Planning Department : Laredo Metropolitan Planning Organization : 1120 San Bernardo Ave. : P.O. Box 579 : Laredo Texas 78042-579 : Main: 956-794-1613 : Dir.: 956-794-1604 : Fax: 956-794-1624 :
vguerra@ci.laredo.tx.us



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

Legend

Laredo MPO Boundary

DATE: December 2007

Laredo Metropolitan Planning Organization Boundary

City of Laredo
Planning Department

Source: ESRI Data & Hipaco
Creation by ESRI Arcmap Setup

State Plane 1983
South Texas
Feet

Vanessa Guerra

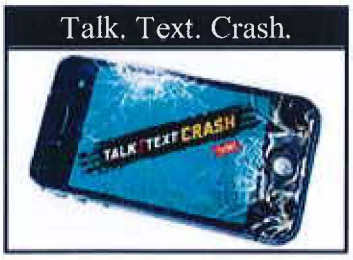
From: Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>
Sent: Tuesday, October 13, 2015 11:59 AM
To: Vanessa Guerra
Subject: Cat 1 and Cat 8 Numbers- Laredo

Category 1. MPO Area
2013 -$ 2.267
2014- $ 3.816
2015- $ 4.877

Category 8- Districtwide
2013 = $ 4.738
2014 = 0
2015 = $ 6.374

Thanks,

Roberto Rodriguez, P.E.
Advanced Project Development
(956) 712-7735
Laredo District
1817 Bob Bullock Loop
Laredo TX 78043



LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE: 10-19-15	**SUBJECT:** RESOLUTION Receive public testimony and approve Resolution No. MPO 2015-12 adopting the proposed Transportation Alternatives Program (TAP) Project Selection Procedures.
INITIATED BY: FHWA and TXDOT	**STAFF SOURCE:** Nathan Bratton, MPO Director
PREVIOUS ACTION: None	

BACKGROUND:

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century (MAP-21) (the current transportation funding and authorization bill) and provides funding for programs and projects defined as transportation alternatives. The TAP is similar to the former Transportation Enhancement (TE) and Safe Routes to School (SRTS) programs.

The Federally funded TAP offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The TAP focuses on non-traditional transportation projects. TAP projects must relate to surface transportation and be eligible under one or more of the qualifying categories.

General types of projects eligible under TAP for the Laredo MPO planning area include: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, improved safety and access to schools, and boulevards and similar multi-modal roadways. The Laredo Metropolitan Planning Area includes the entire City of Laredo, and portions of Webb County

Approximately $1,255,740 is anticipated to be available to fund TAP projects in the Laredo Metropolitan Planning Area (for fiscal years 2013/2014/2015/2016). The MPO Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO Planning Area through a competitive process. The competitive process thru which the MPO will select projects for TAP funding with is described in the attached Application Guide: 2015 Call for Projects.

In general, the project selection procedures entails an issuance of a call for projects, project submittal, project evaluation based on the selection criteria, selection, and finally project implementation.

Public review and comment period was initiated on September 21, 2015. Comments received and actions taken pursuant to those comments, are listed on pages 2 -3 of the communication.

COMMITTEE RECOMMENDATION:	**STAFF RECOMMENDATION:**
The LUTS Technical Committee recommends approval subjects to the revisions indicated in the draft document.	Staff recommends approval.

	Public Comment	Action Taken
1	Remove mention of TDC credits on the pages that states at the top. "The following list……." (Sara Garza, TxDOT)	Commenter reviewed a draft not finalized for comment. The language was removed prior publishing for public comment.
2	Under the eligibility entity project sponsor is responsible for any and all costs overruns. - I would include for any administrative cost and all cost overruns. (Sara Garza, TxDOT)	The language was revised as requested.
3	Eligible Tap project categories (for the Laredo MPO area)- In the first paragraph 2nd sentence- However, only the following project categories **ARE** eligible for application……..include the word are (Sara Garza, TxDOT)	The language was revised as requested.
4	On the page titled Transportation Development Credits for Safety and Access to School Projects- I would not include that page. (Sara Garza, TxDOT)	Commenter reviewed a draft not finalized for comment. The language was removed prior publishing for public comment.
5	On the page D. Funding & Match Requirements- I would remove the foot note of TDC. (Sara Garza, TxDOT)	The language was revised as requested.
6	Tap process need to identify an application and the timeline for submittal by applicant? How much time are you allowing for the applicant to develop the project. (Sara Garza, TxDOT)	Application submittal deadline will be determined at the time of publication of the call for projects. Exact publication date is dependent on review and approval by the Policy Committee. Staff proposes an eight week application development period, however this is again dependent on the review and approval of the Policy Committee
7	You would want to include page numbering on the application. (Sara Garza, TxDOT)	Page numbering is under consideration.
8	How were the allocations for each of the activity types determined? what criteria was used? (Sara Garza, TxDOT)	Allocation limits were developed as a scaled down ratio of the figures used in the sample template document recommended by FHWA. These figures are tentative and as with all the elements of the selection procedures may be revised if so directed by the Policy Committee.
9	Are you referring to an Advanced funding agreement with TxDOT when you mention a project agreement?? (Sara Garza, TxDOT)	Staff directed the same question to TxDOT. The language is legacy language from the sample document and therefore Staff seeks clarification as to what is meant by the term "project agreement."
	Comments continued next page.	Comments continued next page.

10	My recommendation would be to mirror the selection process as much as possible to that of TX DOT program guide and or, to at least include all emphasis areas as identified by TX DOT. A project that connects in a multimodal-way, including direct connection to transit, will serve better to reduce barriers and congestion. The red text identifies factors that the local selection process worksheet is missing. • *Improving Safety - Provides separate facilities for various transportation modes* • *Implementing Active Transportation and Mobility Plans - Provides direct connections to transit and/or rail (shared use paths, sidewalks, and on-street bikeways)* (Claudia San Miguel, El Metro, Transit)	The red text language was inserted as requested.

RESOLUTION NO. MPO 2015-12

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

ADOPTING THE TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT SELECTION PROCEDURES

WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo Urban Area, has reviewed the proposed Transportation Alternatives Program (TAP) Project Selection Procedures and,

WHEREAS, the Laredo Urban Transportation Study finds that the proposed Transportation Alternatives Program (TAP) Project Selection Procedures meet the federal requirements as stipulated in Section 1122 of Moving Ahead for Progress in the 21st Century (MAP-21) which provides funding for programs and projects defined as transportation alternatives and;

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 Transportation Alternatives Program (TAP) Project Selection Procedures, which are attached hereto and made a part hereof for all purpose:

We certify that the above resolution was adopted on October 19th, 2015 at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.

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

Nathan Bratton
MPO Director

Melisa Montemayor
Laredo District Administrator

APPLICATION GUIDE

Transportation Alternatives Program (TAP)

2016 CALL FOR PROJECTS FOR THE LAREDO URBAN TRANSPORTATION STUDY (LUTS) METROPOLITAN PLANNING ORGANIZATION (MPO)

APPLICATIONS DUE: *(to be determined)*

LAREDO URBAN TRANSPORTATION STUDY
metropolitan planning organization

IMPORTANT: Federal MAP-21 funds have very specific requirements for grants management along with detailed reporting. If you are unfamiliar with Federal regulations and grant requirements, or have not received federal funds administered by TxDOT in the past, please review the documents associated with this Call for Projects to determine if your agency is willing, and has the institutional capacity, to comply with the required terms and conditions.

Project proposals must be received by 5:00 pm, Central Standard Time, on *TO BE DETERMINED*.

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

Project proposals must consist of three (3) original hard copies (including attachments) and one (1) electronic copy of all files on a CD, or USB drive.

Project proposals should be mailed or hand-delivered to:

Mail:
Laredo MPO
Attn: Mr. Gustavo Guevara Jr.
City Secretary
City of Laredo
P.O. Box 579
Laredo, Texas 78042-0579

Physical location:
Laredo MPO
Attn: Mr. Gustavo Guevara Jr.
City Secretary
3rd Floor, City Hall
1110 Houston St.
Laredo, Texas 78040

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

Table of Contents

A. PROGRAM OVERVIEW (for the Laredo MPO area)

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century (MAP-21) (the current transportation funding and authorization bill) and provides funding for programs and projects defined as transportation alternatives. The TAP is similar to the former Transportation Enhancement (TE) and Safe Routes to School (SRTS) programs.

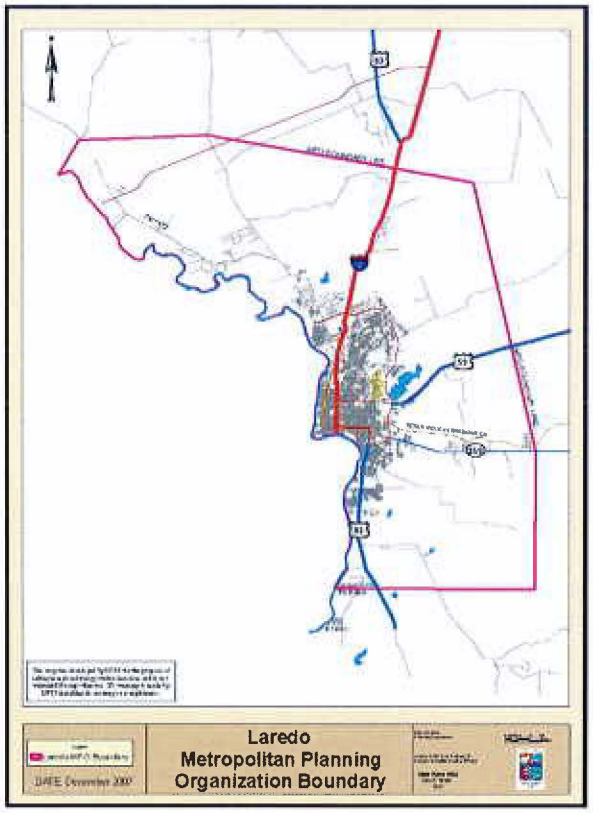
Be aware that the program rules have undergone changes since the 2012/2013 Transportation Enhancement Program Call by the Texas Department of Transportation (TxDOT).

Please study the rules and become familiar with all of the program requirements for the **TAP 2015 Call for Projects for the Laredo MPO Planning Area**. General types of projects eligible under TAP for the Laredo MPO planning area include: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, improved safety and access to schools, and boulevards and similar multi-modal roadways.

The Federally funded TAP offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The TAP focuses on non-traditional transportation projects. TAP projects must relate to surface transportation and be eligible under one or more of the qualifying categories.

Approximately $1,255,740 is anticipated to be available to fund TAP projects in the Laredo Metropolitan Planning Area (for fiscal years 2013/2014/2015/2016). The MPO Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO Planning Area through a competitive process. The Laredo Metropolitan Planning Area includes the entire City of Laredo, and portions of Webb County

Laredo Metropolitan Planning Area



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

- **There is no limitation on the number of applications that may be submitted by an eligible entity.** However, entities submitting more than one application must rank the projects by priority. In addition, a separate resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided for *each* submitted application.

- **Federal guidance states that projects must be principally for transportation rather than purely recreational and must have logical endpoints.** For example, if a project proposes a looped trail system within a city park, this would be considered recreational and would not be considered eligible.

- **Consistent with other Federal-aid highway programs, TAP funds are administered by TxDOT.** After project selection, a determination will be made as to whether the project will be administered by TxDOT or the local entity.

- **The Transportation Alternatives Program is *not* a grant.** The funds provided are on a cost reimbursement basis. Therefore, it is important to understand that the applicant will need adequate cash flow to accommodate the payment of 100 percent of the project costs. Applicants will be reimbursed with the Federal portion after the work has been accomplished.

- **The local match must be cash.** A resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided with the application. Non-cash donations can be used on a project but will not count towards the required local match and should not be included in the project budget.

- **The eligible entity project sponsor is responsible for any and all cost overruns.** *At the time of execution of the Advanced Funding Agreement (AFA), the Laredo TxDOT District office may impose a fee to administer the (AFA).*

- **The Laredo MPO Policy Committee will approve all final projects and funding levels.** Itemized budgets submitted for TAP funding will be reviewed by the Federal Highway Administration (FHWA), TxDOT, and the Laredo MPO to ensure work activities are eligible and itemized costs are reasonable. Based on available funds, project application requests for TAP funds may not be fully funded.

- **All on-system projects must follow TxDOT procedures.**

- **Regardless of whether the projects are located within the right-of-way of a Federal-aid highway, the treatment of projects will require:** project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), Buy America, and competitive bidding.

- **Projects should benefit the general public, and not only a private entity.**

- **Projects must advance to construction within four years from the date of selection or risk the loss of Federal funding.**

B. ELIGIBLE TAP PROJECT CATEGORIES (for the Laredo MPO area)

The Federally funded TAP offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. However, only the following project categories *are* eligible for application in the **TAP 2015 Call for Projects for the Laredo MPO area**. Please contact Laredo MPO staff in advance of application submission for any questions concerning project eligibility under the TAP and the Call for Projects for the Laredo MPO area.

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

Active transportation projects are those that make non-motorized transport safe, convenient, and appealing. Such projects eligible for TAP funding include the following activities as defined in 23 U.S.C. 101(a) (29) (MAP-21 §1103):

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

b. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.

c. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.

2. Urban Thoroughfares/Boulevards

TAP funds are eligible for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways, often parallel to freeway facilities. These TAP projects are not required to be located along Federal-aid highways.

For purposes of the **TAP 2015 Call for Projects for the Laredo MPO area,** this category includes urban thoroughfares/boulevard roadways typically located in urban environments with low traffic speeds and designed with multi-modes of transportation including motor vehicles, bicyclists, pedestrians, and transit. These projects are context sensitive in design and consistent with the recommended practices set forth by the Institute of Transportation Engineers (ITE) ***Designing Walkable Urban Thoroughfares: A Context Sensitive Approach,*** often including "walkable" streetscapes with pedestrian and transit user accommodations, on- street parking, and other amenities and design elements suitable for the adjoining land uses.

A boulevard is defined as a:

- Walkable, low-speed (35mph or less) divided arterial thoroughfare in urban environments designed to carry both through traffic and local traffic, pedestrians and bicyclists.
- Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips, and provide pedestrian access to land. Boulevards may be high-ridership transit corridors.

- x Boulevards are primary goods movement and emergency response routes and use vehicular and access management techniques.
- x Curb parking is encouraged on boulevards.

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

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

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

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

The Safety and Access to Schools project category includes the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school. For purposes of the **TAP 2015 Call for Projects for the Laredo MPO Planning Area** this category includes similar "Active Transportation" category projects that improve safety and access to any public or private school including elementary, secondary, and higher education institutions.

a. Infrastructure-related projects.
http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542197

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

- x sidewalk improvements
- x traffic-calming and speed-reduction improvements
- x pedestrian and bicycle crossing improvements
- x on-street bicycle facilities
- x off-street bicycle and pedestrian facilities
- x secure bicycle parking facilities
- x traffic diversion improvements in the vicinity of schools (Section 1404(f)(1)(A))

b. Non-infrastructure-related activities.
http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542199

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

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

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

For non-infrastructure projects, traffic education and enforcement activities must take place within approximately two miles of a primary or middle school (grades K – 8). Other eligible non-infrastructure activities do not have a location restriction.

NOTE: In accordance with MAP-21, TAP funds cannot be used for the following elements of Eligible Projects and also cannot be counted toward the minimum local funding match:

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

Additionally, the Laredo MPO Policy Committee has deemed the following MAP-21 categories ineligible for application in the **TAP 2014 Call for Projects for the Laredo MPO area**:

- x Outdoor advertising (inventory, control, removal)
- x Historic transportation facilities/museums
- x Vegetation management in right-of-way
- x Archaeological activities
- x Water pollution abatement, mitigation
- x Wildlife mortality and habitats
- x Construction of turnouts, scenic overlooks, and viewing areas

C. ELIGIBLE ENTITIES TO RECEIVE TAP FUNDS

The Eligible Entities to receive TAP funds are:

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

Nonprofit organizations are not eligible as direct grant recipients for TAP. However, nonprofits are allowed to partner with an eligible entity on a TAP project.

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

The Laredo MPO Policy Committee has established the following funding target as the maximum funding award *per project* in the Laredo MPO planning area. There is no limitation on the number of project awards per Eligible Entity receiving TAP funds. However, Eligible Entities must provide proof of local match funding availability for each of the Entity's submitted project applications.

Total Tap Funding Available For the Laredo MPO Planning Area For FY 2013 thru FY 2016
$1,255,740

Activity Type	*Maximum* Federal Funding Award *per Project*
Active Transportation (Bicycle and Pedestrian) Facilities	$300,000
Urban Thoroughfares/Boulevards	$300,000
Safety and Access to Schools (Infrastructure and Non-Infrastructure Related Projects)	$100,000

Minimum Local Match Requirements

The Laredo MPO Policy Committee has established the following minimum local match requirements by project category. **The local match must be cash.** Non-cash donations can be used on a project but will not count towards the required local match and should not be included on the budget.

Activity Type	TAP Funding (*maximum*)	Local Match (*minimum*)
Active Transportation (Bicycle and Pedestrian) Facilities	80%	20%
Urban Thoroughfares/Boulevards	50%	50%
Safety and Access to Schools (Infrastructure and Non-Infrastructure Related Projects)	80-100%	0-20%[1]

[1] ~~*Transportation Development Credits (TDC) may be used to apply toward the Federal requirements of a minimum 20 percent local match. Funds offset by the TDC portion must be used for another transportation-related project.*~~

E. PROGRAM CALL SEQUENCE OF EVENTS

Nomination Submission to the Laredo MPO

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

Evaluation and Selection Process

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

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

Through this program, the Laredo MPO Policy Committee seeks to prioritize investments in multi-modal transportation projects including facilities for pedestrians, bicyclists, and other non-drivers. Projects submitted under this Call for Projects will be evaluated to identify the projects or programs that represent the best use of available TAP funds by implementing the priorities adopted by the MPO Policy Committee and the transportation needs of local communities and the region. Project evaluations applications submitted for the **TAP 2015 Call for Projects for the Laredo MPO area** will be based on evaluation criteria, scoring points, and other factors as approved by the Laredo MPO Policy Committee and listed on the following page.

Evaluation Category	Scoring (pts)	Description	Factors
Making Network Linkages and Connections	25	Improves connections between neighborhoods, and community facilities	x Network continuity (gap closures, extension of facilities) x Facilities providing access to rail stations or bus stops (trails, sidewalks, on-street bicycle facilities)
Implementing Active Transportation and Mobility Plan	20	Improves ability to use walking and bicycling facilities for everyday activities including travel to work, school, and shopping	x Implements a planned facility in *any* local On-Street Bicycle Facility Plan, Pedestrian Facility Plan, SRTS Plan, or other related community Master Plan adopted by the City or County Governing Body
Improving Safety	15	Provides safer and less intimidating facilities for pedestrians, bicyclists, and other non-drivers	x Improving safety in areas with high numbers of crashes x Improving crossings, signalization, traffic calming *x Provides separate facilities for various transportation modes*
Reducing Barriers	10	Improves access and/or provides safe crossings for pedestrians, bicyclists, and other non-drivers at an existing obstacle to travel	x Provides a grade-separated crossing under or over a barrier (e.g. water body, major roadways, railroads)
Connecting to Employment, Households, and Activity Centers	10	Provides access to major destinations and large number of residents or employees	x Proximity to employment districts, schools, households, and other special generators *x Provides direct connections to transit (shared use paths, sidewalks, and on street bikeways)*
Providing Environmental Benefits	10	Helps reduce congestion and improves air quality	x Congestion and air quality benefits x Benefits and impacts to the environment
Serving Disadvantaged (Environmental Justice) Areas	5	Provides access in underserved communities	x Improves access for areas with greater percentages of minorities and low-income households compared to the planning area average
Creating Economic Dev. Opportunities	5	Results in benefits exceeding costs	x Investment provides increased benefit to the community and the region through revitalization, redevelopment, and job creation
Total	**100**		
Project Readiness and Other Factors (additional bonus)	15	Project readiness/ability to initiate construction quickly	x Associated with TxDOT proposed "off-system" roadways x Status of stakeholder/community feedback and support x Status of engineering/design x Status of environmental approvals (if applicable) x Additional local funding overmatch x Geographic distribution

F. PROJECT IMPLEMENTATION

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

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

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

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

Vanessa Guerra

From: Sara Garza <Sara.Garza@txdot.gov>
Sent: Friday, September 11, 2015 3:50 PM
To: Vanessa Guerra; Nathan R. Bratton
Cc: 'kirk.fauver@dot.gov'; Raymond Sanchez Jr
Subject: Draft - Preliminary TAP Process

In reviewing your process, the following are some preliminary comments:

Please remove mention of TDC credits on the pages that states at the top. "The following list....."

Under the eligibility entity project sponsor is responsible for any and all costs overruns.- I would include for any administrative cost and all cost overruns. (I had mentioned that when an AFA is put into place, there may be a fee to administer the AFA by the District)

Eligible Tap project categories (for the Laredo MPO area)- In the first paragraph 2nd sentence- However, only the following project categories **ARE** eligible for application.....include the word are

On the page titled Transportation Development Credits for Safety and Access to School Projects- I would not include that page.

On the page D. Funding & Match Requirements- I would remove the foot note of TDC

Tap process need to identify an application and the timeline for submittal by applicant? How much time are you allowing for the applicant to develop the project.

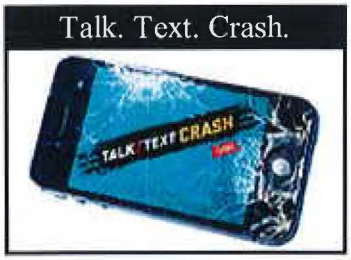
Please advise when your public comment period begins and ends.

You would want to include page numbering on the application

How were the allocations for each of the activity types determined? what criteria was used?

Are you referring to an Advanced funding agreement with TxDOT when you mention a project agreement??

I will not be attending the MPO Technical meeting on Tuesday 9/15/15 I will be in Austin attending a training. Thanks



Vanessa Guerra

From: Vanessa Guerra
Sent: Wednesday, October 07, 2015 4:22 PM
To: Claudia San Miguel
Cc: Nathan R. Bratton; Eduardo Bernal
Subject: FW: Draft Transportation Alternative Program Project Selection Procedures
Attachments: TAP PROCEDURES-CALL FOR PROJECTS - DRAFT.docx

In the absence of further clarification from you, I have made a best guess as to where the suggested language might be inserted. I have attached the latest draft of the TAP procedures including the language insertions you recommended. Please don't hesitate to call or write me should you have any further thoughts or questions. Vanessa

---

From: Vanessa Guerra
Sent: Wednesday, October 07, 2015 10:04 AM
To: Claudia San Miguel
Cc: Nathan R. Bratton; Eduardo Bernal
Subject: FW: Draft Transportation Alternative Program Project Selection Procedures

I still do not understand what you would like done. The below email indicates page numbers from a separate/different document. You have still not told me where you want the language in red inserted. The document in question is the attached which I originally sent to the Tech committee. Please indicate page numbers/lines/or paragraphs in the attached document where you want this language inserted. Please be specific. Don't hesitate to call me with any questions.

From: Claudia San Miguel
Sent: Wednesday, October 07, 2015 8:07 AM
To: Vanessa Guerra
Cc: Eduardo Bernal
Subject: RE: Draft Transportation Alternative Program Project Selection Procedures

Good day Vanessa, the sample guide provided in the link includes all requirements. For the most part the draft document mirrors the Texas Department of Transportation 'TRANSPORTATION ALTERNATIVES PROGRAM GUIDE 2015'. The red text is the part that will need to be inserted

Page 9 Identifies the PROJECT EMPHASIS AREAS. Section E of the draft is missing the part where it identifies eligible projects that include "*public transportation, or other mobility options.*

Page 14 of the document identifies the 'Department Goals and Project Emphasis Areas – representing 50 % of the Total Evaluation Scores. This particular section is missing public transportation related factors.

Attached please find the TX DOT 2015 document where I highlighted the missing factors along with other references to public transportation.

Please feel free to call me for details,

Have a Great and Safe Day

Claudia San Miguel, Transit Department – El Metro

1300 Farragut St. 3rd floor Laredo TX 78040

Office: 956-795-2288 Ext.234 / Cell: 956-286-0167

Do you use public transportation? Of course you do. Even if you live out in the country, you use public transportation when you drive to the city. "No, I don't", you reply. "I drive all the way into the city. I don't change from my car to a train or a bus". That might be true, but YOU still use transit to help you get aroud. How? If it weren't for public transportation, there would be rthousand more cars on the road. So even if you don't ride public transit, you still use it, and it is still working for you (H. Robert F. Bennett, US Senator).

From: Vanessa Guerra
Sent: Tuesday, October 06, 2015 5:08 PM
To: Claudia San Miguel
Cc: Eduardo Bernal; Nathan R. Bratton
Subject: RE: Draft Transportation Alternative Program Project Selection Procedures

Good afternoon Claudia,

The draft document was developed from the sample document provided by FHWA. MPO was instructed stay as close as possible to the sample document which was considered a "best practice" in the state.

Having said that, please indicate where exactly in the document you wish the text in red to be inserted. Please be specific by indicating the exact paragraph/line/place for insertion. I will need this as soon as possible. No later than this Thursday morning would be preferable. Thanks! vg

---

From: Claudia San Miguel
Sent: Thursday, September 17, 2015 11:19 AM
To: Vanessa Guerra
Cc: Eduardo Bernal
Subject: RE: Draft Transportation Alternative Program Project Selection Procedures

Good day Vanessa, in reference to the TAP APPLICATION GUIDE 2015 CALL FOR PROJECTS FOR LUTS/MPO, my only inquire pertains to transit (surprise!).
Looking at TX DOT's TAP guide, it notes the need for projects to address "EMPHASIS AREAS"; said areas complement the selection process criteria.
My recommendation would be to mirror the selection process as much as possible to that of TX DOT program guide and or, to at least include all emphasis areas as identified by TX DOT.
A project that connects in a multimodal-way, including direct connection to transit, will serve better to reduce barriers and congestion.
The red text identifies factors that the local selection process worksheet is missing.

http://ftp.dot.state.tx.us/pub/txdot-info/ptn/programs/tap-guide-call-projects.pdf

I. PROJECT SELECTION CRITERIA AND EVALUATION

Improving Safety

• *Improves safety in areas with high numbers of crashes (provide crash data and source)*
• *Improves roadway crossings and/or traffic signals for pedestrians and bicyclists*
• *Implements traffic calming measures*
• *Considers persons with special needs*
• *Provides separate facilities for various transportation modes*

Implementing Active Transportation and Mobility Plans

• *Consistent with local and regional plans, including but not limited to On-street Bikeway Plan(s), Pedestrian Facility Plan(s), Safe Routes to School Plan(s), or other related community Master Transportation Plans that have been adopted a city or governing body.*
• *Improves access and/or enhances mobility*

Making local and/or Regional Linkages and Connections to Employment, Households, and Activity Centers

• *Network continuity (gap closures, extension of regional facilities, linkages between multiple jurisdictions)*
• *Provides direct connections to transit and/or rail (shared use paths, sidewalks, and on-street bikeways)*
• *Proximity to employment districts, schools, households, and other special generators*
• *Links existing transportation modes*

Reducing Barriers

• *Provides a grade-separated crossing under or over a barrier (such as a water body, major roadway, or railroad)*
• *Provides needed infrastructure*
• *Improvements for pedestrians and bicyclists at roadway crossings and/or intersections*

Providing Environmental Benefits and/ or Reducing Congestion

• *Improves non-motorized access for persons in areas with a greater percentages of minorities and low income households compared to the regional average*
• *Demonstrates a measureable benefit in air quality*
• *Other measurable environmental benefits*
• *Identifies the potential for a measureable reduction in congestion*
• *Provides a synopsis of their public outreach plan*

Creating Economic Development Opportunities

• *Supports investments that provides an increased benefit to the community and the region through revitalization, redevelopment, and job creation.*
• *Creates transportation facilities that support the state's tourism.*
• *Project is consistent with proposed US bike route system.*

E. PROJECT EMPHASIS AREAS

Within eligible project categories, the department is particularly interested in those projects that reflect a high degree of collaboration and community consensus while directly contributing to the department's safety and connectivity goals. Projects that enhance bicycle and pedestrian safety, provide access to or between existing community investments in bicycle and pedestrian facilities, public transportation, or other mobility options, propose a direct connection to important community destinations (such as schools, employment, shopping and recreational areas), or contribute as an individual project to a larger investment consistent with Complete Streets design are strongly encouraged.
Complete streets are designed and operated to enable access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages.

I. PROJECT SELECTION CRITERIA AND EVALUATION

The department and the commission seek to prioritize TAP investments in projects that represent the best use of available TAP funds. All eligible TAP project sponsors shall address the eight criteria categories outlined in the Evaluation portion of this section below. Project sponsors are encouraged to document project details and benefits using verifiable means; which may include the use of US Census data and maps, published crash data, final research papers, and other published information as applicable. Photographs, maps and charts are good tools to convey information and are required as part of the project nomination.

Evaluation

The Project Evaluation Committee will evaluate the benefits of each project that is determined to be eligible, based on the specific evaluation criteria found in section H. PROJECT SELECTION CRITERIA of this guide. The TAP evaluation committee will provide project selection recommendations and supporting documentation to the division of the department responsible for administering the TAP. A list of recommended projects will be provided to the commission for consideration.

The department's Project Evaluation Committee will focus on the eight criteria categories, which have been organized into three focus areas, identified numerically as 1) Department Goals and Project Emphasis Areas, 2) Project Readiness, and 3) Local Project Funding*, as outlined in the charts on the following pages. While all projects will be evaluated at one time, some projects may be recommended for commission action sooner than others based on project readiness.*

Have a Great and Safe Day
Claudia San Miguel, Transit Department – El Metro
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From: Vanessa Guerra
Sent: Wednesday, September 16, 2015 4:30 PM
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Cc: Nathan R. Bratton; Angelica Quijano; Andres Castaneda
Subject: Draft Transportation Alternative Program Project Selection Procedures

Good afternoon Technical Committee members,

Attached please find draft project selection procedures for the Laredo MPO Transportation Alternatives Program (TAP) for your review. Please submit your comments no later than September 25th,2015. If you have any questions or need any additional information, please contact our offices. Thank you.

Vanessa Guerra
Planner III : City of Laredo Planning Department : Laredo Metropolitan Planning Organization : 1120 San Bernardo Ave. : P.O. Box 579 : Laredo Texas 78042-579 : Main: 956-794-1613 : Dir.: 956-794-1604 : Fax: 956-794-1624 : vguerra@ci.laredo.tx.us

Discussion with possible action on Hachar Road

Discussion with possible action on Mines Road

1. Presentation by the Texas Transportation Institute (TTI) on the Mines Road Study and any possible action related thereto.

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

A. Status report by City of Laredo's Traffic Safety Department on the signal timing improvements project.

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