

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 20, 2014
12:00 noon

MEETING AGENDA

- I. CHAIRPERSON TO CALL MEETING TO ORDER
- II. CHAIRPERSON TO CALL ROLL:
- III. COMMITTEE AND DIRECTOR'S REPORTS (No action required)
- III. ITEMS REQUIRING POLICY COMMITTEE ACTION
 1. Approval of the minutes for the special meeting held on September 15, 2014.
 2. Receive public testimony and approve Resolution No. MPO 2014-6 adopting the proposed amendment(s) to the MPO By-Laws
 3. Mayor Raul G. Salinas, in his capacity as the presiding officer of the Laredo Mass Transit Board, will appoint a member of the Laredo Mass Transit Board as a member of the Metropolitan Planning Organization's Policy Committee.
 4. Receive public testimony and approve Resolution No. MPO 2014-07 adopting the proposed amendment of the FY 2015 Unified Planning Work Program (UPWP).
- IV. TECHNICAL COMMITTEE REPORT(S) (No action required)
 - Presentation by Madhusudhanan Narayanasamy, of CDM Smith, on the 2015-2040 Metropolitan Transportation Plan Project Scores.
- V. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY OCTOBER 17TH, 2014, BY 12:00 NOON.

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

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

CITY OF LAREDO REPRESENTATIVES:

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

COUNTY OF WEBB REPRESENTATIVES:

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

STATE REPRESENTATIVES:

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

**** EX-OFFICIO ****

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


Nathan R. Bratton
MPO Director


Gustavo Guevara, Jr.
City Secretary

Laredo Urban Transportation Study

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



MINUTES OF THE SEPTEMBER 15, 2014 MEETING

I. CALL TO ORDER

Raul G. Salinas, Mayor, called the meeting to order at 12:02 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 Raul G. Salinas, Mayor and LUTS Chairperson
Honorable Juan Narvaez, City Councilmember, District IV
Honorable Roque Vela, Jr. City Councilmember, District V (joined the meeting at 12:06 p.m.)
Honorable Jorge A. Vera, City Councilmember, District VII
Honorable Jaime Canales, Webb County Commissioner, Pct. 4 (joined the meeting at 12:10 p.m.)
Honorable John Galo, Webb County Commissioner, Pct. 3
Danny Valdez, Webb County Judge
Melisa Montemayor, TxDOT
Albert Ramirez, TxDOT

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:

Nathan R. Bratton, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff
Claudia San Miguel/Transit, El Metro
Eduardo Bernal/Transit, El Metro
Raymond Sanchez/TxDOT

Others:

Jim Harvey/Alliance Transportation Group
Haley Collins/Alliance Transportation Group

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

There was nothing to report from either the Committee or the Director.

III. ITEMS REQUIRING POLICY COMMITTEE ACTION

1. Approval of the minutes for the special meeting held on August 28, 2014.

Cm. Narvaez made a motion to approve the minutes of the special meeting of August 28, 2014.

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

Motion carried unanimously

Cm. Vela joined the meeting at 12:06 p.m.

2. Discussion with possible action on the proposed Project List and Project Evaluation Criteria for the 2015-2040 Laredo Metropolitan Transportation Plan (MTP).

Mr. Bratton gave a brief presentation on the proposed item. He stated that a "call for projects" was issued to encourage local stakeholders, planning partners, and members of the public to submit projects, they wish constructed within the next 25 years. All submitted projects, as well as any unimplemented projects remaining from the previous plan are then evaluated for the purpose of ranking, inclusion, and allocation of projected federal funds.

Mr. Bratton stated that the Policy Committee should be aware that the Project Evaluation Criteria will include qualitative evaluation elements including environmental impacts and public acceptance of each of the projects.

Per the Policy Committee's previous direction, the consultant will score all the qualitative project evaluation criteria. The Technical Committee will score the qualitative elements. All project evaluation scores, both quantitative and qualitative will then be compiled and presented to the Technical Committee. The Technical Committee will then review and make recommendations on the scores as required. The Policy Committee will then review the compiled scores and take actions or make any adjustment as necessary.

Cm. Vera made a motion to approve the proposed Project List and Project Evaluation Criteria for the 2015-2040 Laredo Metropolitan Transportation Plan (MTP) as presented.

Second: Cm. Narvaez
For: 7
Against: 0
Abstained: 0

Motion carried unanimously

Cm. Canales joined the meeting at 12:10 p.m.

IV. TECHNICAL COMMITTEE REPORT(S)

- Presentation by Haley Collins, of Alliance Transportation Group, Inc., on the Transportation Management Area (TMA) Certification Project.

Haley Collins, Alliance Transportation Group, gave a brief presentation on the TMA Project.

Cm. Roque Vela asked if specific performance goals were more important than others.

Ms. Collins stated that it really is not an issue of importance but rather that certain performance goals were more important to certain areas based on regional context.

Cm. Vela asked if when doing traffic counts, only cars are being counted or also the 18 wheeler trucks?

Ms. Collins stated the performance measures have not been established so at the moment they do not know how they will measure freight movement or economic vitality.

Cm. Galo joined the meeting at 12:25 p.m.

Jim Harvey, Alliance Transportation Group, stated that the national performance measures are still in development. He stated currently reliability and delay are being considered for inclusion as proposed measures.

Mr. Bratton stated that a ranking process is to prioritize projects according to the selected evaluation criteria.

Cm. Vela asked how The Loop 20 projects may be funded.

Mr. Bratton stated that the federal government would need proof that the project merits the funding.

Cm. Vela stated it is paramount to stress Laredo's importance not only to Texas but to the rest of the country.

V. ADJOURNMENT

Cm. Vera made a motion to adjourn the meeting at 12:54 p.m.

Second: Cm. Narvaez
In Favor 9
Against: 0
Abstained: 0

Motion carried unanimously

Prepared by: _____



Angie Quijano
MPO Staff

Reviewed by: _____



Vanessa Guerra,
MPO Coordinator

Reviewed by: _____

Nathan R. Bratton,
MPO Director

Melisa Montemayor,
District Administrator

Raul G. Salinas,
Mayor and LUTS Chairperson

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 10-20-14	SUBJECT: A RESOLUTION Receive public testimony and approve Resolution No. MPO 2014-6 adopting the proposed amendment(s) to the MPO By-Laws. Revision 7									
INITIATED BY: TxDOT and FHWA		STAFF SOURCE: Nathan Bratton, Director of Planning								
PREVIOUS ACTION: On June 9 th , 1994, the MPO Policy Committee adopted the LUTS Bylaws which were subsequently amended on July 23, 1997, July 21, 2007, June 14, 2012 and on August 13, 2013. On August 28, 2014, the Policy Committee initiated a ten day public review and comment period for the proposed amendment.										
<p>Background:</p> <p>Transit representation on the MPO</p> <p>The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6th, 2012 and is the bill that governs and authorizes funding for national federal surface transportation spending. The \$105 billion, two-year bill roughly maintains total funding from the previous authorization, and includes a number of reforms.</p> <p>Sections 1201 and 20005 of MAP -21 (<i>see attached Exhibit B</i>) require that no later than October 1, 2014 there be representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA). [23 U.S.C. 134 (d)(2)(B) and 49 U.S.C. (d) (2)(B)]</p> <p>Effective June 2, 2014, the Federal Highway Administration (FHWA) and FTA (Federal Transit Administration) has issued joint guidance on the new requirement. (<i>see attached Exhibit C</i>)</p> <p>TxDOT has requested the following revisions:</p> <ul style="list-style-type: none"> • to revise Section 2.3 (b) to clarify that the one TxDOT planning representative will act as the Vice-Chairman of the Technical Committee. • to revise Section 2.3(b) to designate the TxDOT TPP Field Representative as the member who will coordinate the administration and planning activities of the MPO with FHWA, FTA and TXDOT. • to revise Section 2.3(c)3 in order to correct the titles of the two of the organization’s representatives on the Technical Committee. <p><u>Listed below are the proposed revisions:</u></p> <p>Section 2.1(a), shall be revised as follows (<i>see attached Exhibit A</i>):</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 30%;">City of Laredo:</td> <td>Mayor (Chairperson)</td> </tr> <tr> <td></td> <td>[Three City Councilmembers, as appointed by the Mayor in his/her sole discretion.]</td> </tr> <tr> <td></td> <td><u>Two City Councilmembers, as appointed by the Mayor in his/her sole discretion.</u></td> </tr> <tr> <td><u>Laredo Mass Transit Board</u></td> <td><u>One Laredo Mass Transit Board member as appointed by the Board’s presiding officer/Mayor in his/her sole discretion.</u></td> </tr> </table>			City of Laredo:	Mayor (Chairperson)		[Three City Councilmembers, as appointed by the Mayor in his/her sole discretion.]		<u>Two City Councilmembers, as appointed by the Mayor in his/her sole discretion.</u>	<u>Laredo Mass Transit Board</u>	<u>One Laredo Mass Transit Board member as appointed by the Board’s presiding officer/Mayor in his/her sole discretion.</u>
City of Laredo:	Mayor (Chairperson)									
	[Three City Councilmembers, as appointed by the Mayor in his/her sole discretion.]									
	<u>Two City Councilmembers, as appointed by the Mayor in his/her sole discretion.</u>									
<u>Laredo Mass Transit Board</u>	<u>One Laredo Mass Transit Board member as appointed by the Board’s presiding officer/Mayor in his/her sole discretion.</u>									
COMMITTEE RECOMMENDATION: The LUTS Technical Committee recommends approval.		STAFF RECOMMENDATION: Staff recommends approval.								

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

STAFF COMMENTS CONTINUED:

Section 2.1(d), (e), and (f) shall be revised as follows:

(d) Laredo Mass Transit Board's presiding officer/Mayor shall appoint one member to represent the Laredo Mass Transit Board.

~~(d)~~ (e) The County Judge of the County of Webb shall appoint the two County Commissioners that represent the County of Webb.

~~(e)~~ (f) Appointments to the Policy Committee shall be for a period of two years. A member may be reappointed with no limitation to number of terms, except that such term will not continue in the event an officer becomes ineligible for membership on the Policy Committee.

Section 2.3(b) shall be revised as follows:

~~(b) The Texas Department of Transportation (TxDOT) will appoint the District Advanced Transportation Planning and Development Director who shall act as Vice-Chairperson of the Technical Committee and will coordinate the administration and transportation planning activities of the MPO with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and TxDOT.~~

Section 2.3 (c)3 shall be revised as follows

3. State Representatives:
 - TxDOT Planning Representative (Vice-Chairperson)
 - ~~TxDOT Special Projects Coordinator~~
 - TxDOT Planning Representative
 - TxDOT Area Engineer
 - ~~TxDOT South Region Field Representative~~
 - TxDOT TPP Field Representative

RESOLUTION NO. MPO 2014-6

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

AMENDING THE LUTS BY-LAWS

WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO), for the Laredo Urbanized Area has reviewed the revisions to the LUTS Bylaws; and,

WHEREAS, the Laredo Urban Transportation Study finds that the revisions to the LUTS Bylaws meet federal and state requirements, and meet the transportation needs of the Laredo Metropolitan Area; and,

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, revised the LUTS Bylaws, which is attached hereto and made a part hereof for all purposes on this the 20th day of October, 2014

Honorable Raul G. Salinas
Mayor of Laredo and Chairperson of the
MPO Policy Committee

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

Nathan Bratton
MPO Director

Melisa Montemayor.
Laredo District Administrator

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

**ARTICLE I
DEFINITIONS, PURPOSE AND AUTHORITY**

Section 1.1 Definitions

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

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

Section 1.2 Purpose

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

Section 1.3 Authority

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

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

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

**ARTICLE II
MEMBERSHIP, TERMS AND ADMINISTRATION**

Section 2.1 Membership and Qualifications

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

City of Laredo:	Mayor (Chairperson) Two City Councilmembers, as appointed by the Mayor in his/her sole discretion.
Laredo Mass Transit Board	One Laredo Mass Transit Board member as appointed by the Board's presiding officer/Mayor in his/her sole discretion.
County of Webb:	County Judge (Vice-Chairperson) Two County Commissioners as appointed by the Webb County Judge in his/her sole discretion.

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

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

State of Texas: State Senator(s)
State Representative(s)

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

Section 2.2 Meetings, Quorum and Voting

- (a) The Policy Committee shall meet at least twice per year or as often as necessary to fulfill its purposes.
- (b) Fifty percent of the voting membership plus one member shall constitute a quorum.
- (c) The use of proxies by the voting members of the Policy Committee is prohibited.
- d) The official actions of the Policy Committee shall be by affirmative action of the majority of the voting membership present and voting at public meetings. All meetings are to be held as open meetings as defined in Chapter 551, Texas Government Code (Texas Open Meetings Act), and the Transportation Planning Director of the MPO shall insure that the written notice of the meeting is posted at City of Laredo City Hall and Webb County Commissioners Court Building at least 72 hours prior to the meeting. Additionally, the

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notice may be posted at TxDOT Laredo District Office, and on the City of Laredo and Webb County website. The Transportation Planning Director shall insure that at least two copies of the agenda and such supporting documentation as is available to the Policy Committee are made available for public inspection in the MPO offices at the same time they are made available to the Policy Committee members.

- (e) All official actions of the Policy Committee shall be duly recorded in the minutes of the meeting.
- (f) The Mayor of the City of Laredo shall serve as Chairperson of the Policy Committee. The responsibilities of the Chairperson shall include, but are not limited to the following:
 - 1. Preside at all meeting of the Policy Committee.
 - 2. Authenticate, by signature, all resolutions adopted by the Policy Committee.
 - 3. Serve as chief policy advocate for the Policy Committee.
 - 4. Represent the committee at hearings, conferences, and other events as required or designate another member of the Committee or the Chairperson of the Technical Committee to represent the Chairperson.
- (g) The County Judge of the County of Webb shall serve as Vice Chairperson of the Policy Committee. During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.
- (h) In the absence of the Chairperson and Vice Chairperson from a Policy Committee meeting at which a quorum is present, the remaining members present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.

Section 2.3 Administration

- (a) The City of Laredo Planning Director shall act as the Transportation Planning Director for the MPO. The responsibilities of the Director shall include, but are not limited to the following:
 - 1. All staff support for the Policy Committee, oversight and coordination of MPO administration and transportation planning activities, grant administration, maintaining records and providing notice of meetings as required by the Public Involvement Process.
 - 2. Shall act as Chairperson of the Technical Committee with responsibility for drafting findings and recommendations of the Technical Committee for review by the Policy Committee.

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3. Shall be responsible for all plans and reports prepared by and for the review and consideration of the Policy Committee and for submitting the recommended policies, procedures and programs of the Technical Committee to the Policy Committee.
4. Supervise the MPO staff.
5. Serve as a liaison to the Texas Department of Transportation's planning program through the department's district office and the department's Transportation Planning and Programming Division's representative.
6. In cooperation with the Texas Department of Transportation, collect, maintain, forecast, and report to the department appropriate socioeconomic, roadway, and travel data.
7. Prepare and submit all required plans, reports, programs, data, and certifications.
8. Develop and present to the MPO Policy Committee a Metropolitan Transportation Plan for the metropolitan planning area, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.

(b) The Technical Committee shall include the following:

1. City Representatives:
Laredo City Planner
The General Manager of the City Transit System
Laredo Director of Traffic Safety
Laredo Airport Manager
Laredo City Engineer
Laredo Bridge Director
2. County and Regional Representatives:
Webb County Planning Director
South Texas Development Council Regional Planning Director
The General Manager of the Rural Transit System
Webb County Engineer
3. State Representatives:
TxDOT Planning Representative (Vice-Chairperson)
TxDOT Planning Representative
TxDOT Area Engineer
TxDOT TPP Field Representative

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4. Federal representatives:
FHWA Planning Representative (Austin)

5. Private Sector Representatives:
A representative of the Kansas City Southern Railroad Company
A representative of the Union Pacific Railroad Company
A representative of the Laredo Transportation Association
A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee

6. School system representatives
A representative of the Laredo Independent School District
A representative of the United Independent School District
A representative of Texas A&M International University
A representative of Laredo Community College

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

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

Section 2.4 Ethic Policy for MPO Policy Members and Employees

- (a) A policy board member or employee of a metropolitan planning organization may not:
- (1) accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member's or employee's official conduct; or,

 - (2) accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position; or,

 - (3) accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of the member's or employee's official duties; or,

 - (4) make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or,

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(5) intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or employee's official powers or performed the member's or employee's official duties in favor of another.

**ARTICLE III
AMENDMENTS**

Section 3.1 Bylaw Revisions

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

PASSED AND APPROVED, on this the 20th day of October, 2014.

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

We certify that the LUTS By-laws were revised at a public meeting of the Policy Committee of the Laredo Urban Transportation Study (LUTS)

Nathan Bratton
MPO Director

Melisa Montemayor
TxDOT District Administrator

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

**ARTICLE I
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- **Metropolitan Planning Organization Technical Review Committee (Technical Committee)** - The body of the MPO responsible for professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee shall review issues for accuracy and advise the Policy Committee on recommended actions. The Technical Committee is composed of representatives of the City of Laredo, the County of Webb, the Texas Department of Transportation and private sector representatives.
- **Fiscal Agent for the Metropolitan Planning Organization (Fiscal Agent)** – The governmental entity or agency designated by written agreement between the MPO Policy Committee and the governmental entity or agency providing fiscal administrative services and other services (which may include personnel and staff support) to the MPO Policy Committee and the Staff of the MPO.

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

Section 1.2 Purpose

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

Section 1.3 Authority

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

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

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

**ARTICLE II
MEMBERSHIP, TERMS AND ADMINISTRATION**

Section 2.1 Membership and Qualifications

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

City of Laredo:	Mayor (Chairperson) [Three City Councilmembers, as appointed by the Mayor in his/her sole discretion.] <u>Two City Councilmembers, as appointed by the Mayor in his/her sole discretion.</u>
<u>Laredo Mass Transit Board</u>	<u>One Laredo Mass Transit Board member as appointed by the Board's presiding officer/Mayor in his/her sole discretion.</u>
County of Webb:	County Judge (Vice-Chairperson) Two County Commissioners as appointed by the Webb County Judge in his/her sole discretion.

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

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

State of Texas: State Senator(s)
State Representative(s)

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

Section 2.2 Meetings, Quorum and Voting

- (a) The Policy Committee shall meet at least twice per year or as often as necessary to fulfill its purposes.
- (b) Fifty percent of the voting membership plus one member shall constitute a quorum.
- (c) The use of proxies by the voting members of the Policy Committee is prohibited.
- d) The official actions of the Policy Committee shall be by affirmative action of the majority of the voting membership present and voting at public meetings. All meetings are to be held as open meetings as defined in Chapter 551, Texas Government Code (Texas Open Meetings Act), and the Transportation Planning Director of the MPO shall insure that the written notice of the meeting is posted at City of Laredo City Hall and Webb County Commissioners Court Building at least 72 hours prior to the meeting. Additionally, the

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notice may be posted at TxDOT Laredo District Office, and on the City of Laredo and Webb County website. The Transportation Planning Director shall insure that at least two copies of the agenda and such supporting documentation as is available to the Policy Committee are made available for public inspection in the MPO offices at the same time they are made available to the Policy Committee members.

- (e) All official actions of the Policy Committee shall be duly recorded in the minutes of the meeting.
- (f) The Mayor of the City of Laredo shall serve as Chairperson of the Policy Committee. The responsibilities of the Chairperson shall include, but are not limited to the following:
 - 1. Preside at all meeting of the Policy Committee.
 - 2. Authenticate, by signature, all resolutions adopted by the Policy Committee.
 - 3. Serve as chief policy advocate for the Policy Committee.
 - 4. Represent the committee at hearings, conferences, and other events as required or designate another member of the Committee or the Chairperson of the Technical Committee to represent the Chairperson.
- (g) The County Judge of the County of Webb shall serve as Vice Chairperson of the Policy Committee. During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.
- (h) In the absence of the Chairperson and Vice Chairperson from a Policy Committee meeting at which a quorum is present, the remaining members present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.

Section 2.3 Administration

- (a) The City of Laredo Planning Director shall act as the Transportation Planning Director for the MPO. The responsibilities of the Director shall include, but are not limited to the following:
 - 1. All staff support for the Policy Committee, oversight and coordination of MPO administration and transportation planning activities, grant administration, maintaining records and providing notice of meetings as required by the Public Involvement Process.
 - 2. Shall act as Chairperson of the Technical Committee with responsibility for drafting findings and recommendations of the Technical Committee for review by the Policy Committee.

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3. Shall be responsible for all plans and reports prepared by and for the review and consideration of the Policy Committee and for submitting the recommended policies, procedures and programs of the Technical Committee to the Policy Committee.
 4. Supervise the MPO staff.
 5. Serve as a liaison to the Texas Department of Transportation's planning program through the department's district office and the department's Transportation Planning and Programming Division's representative.
 6. In cooperation with the Texas Department of Transportation, collect, maintain, forecast, and report to the department appropriate socioeconomic, roadway, and travel data.
 7. Prepare and submit all required plans, reports, programs, data, and certifications.
 8. Develop and present to the MPO Policy Committee a Metropolitan Transportation Plan for the metropolitan planning area, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.
- (b) ~~The Texas Department of Transportation (TxDOT) will appoint the District Advanced Transportation Planning and Development Director who shall act as Vice Chairperson of the Technical Committee and will coordinate the administration and transportation planning activities of the MPO with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and TxDOT.~~
- (b) The Texas Department of Transportation (TxDOT) will appoint two Planning Representatives, one of whom shall act as Vice-Chairperson of the Technical Committee. The TxDOT TPP Field Representative will coordinate the administration and transportation planning activities of the MPO with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and TxDOT.
- (c) The Technical Committee shall include the following:
1. City Representatives:
 - Laredo City Planner
 - The General Manager of the City Transit System
 - Laredo Director of Traffic Safety
 - Laredo Airport Manager
 - Laredo City Engineer
 - Laredo Bridge Director

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2. County and Regional Representatives:
Webb County Planning Director
South Texas Development Council Regional Planning Director
The General Manager of the Rural Transit System
Webb County Engineer

 3. State Representatives:
TxDOT Planning Representative (Vice-Chairperson)
~~TxDOT Special Projects Coordinator~~
TxDOT Planning Representative
TxDOT Area Engineer
~~TxDOT South Region Field Representative~~
TxDOT TPP Field Representative

 4. Federal representatives:
FHWA Planning Representative (Austin)

 5. Private Sector Representatives:
A representative of the Kansas City Southern Railroad Company
A representative of the Union Pacific Railroad Company
A representative of the Laredo Transportation Association
A Transportation Provider Representative who shall also serve on the
Laredo Transportation Advisory Committee

 6. School system representatives
A representative of the Laredo Independent School District
A representative of the United Independent School District
A representative of Texas A&M International University
A representative of Laredo Community College
- (d) Each voting member of the Technical Committee may have a designated alternate member to serve on the committee in the member's absence. Appointed alternate members will have the voting rights and privileges of members when serving in the absence of the Technical Committee member.

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

Section 2.4 Ethic Policy for MPO Policy Members and Employees

- (a) A policy board member or employee of a metropolitan planning organization may not:
- (1) accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or

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employee knows or should know is being offered with the intent to influence the member's or employee's official conduct; or,

(2) accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position; or,

(3) accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of the member's or employee's official duties; or,

(4) make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or,

(5) intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or employee's official powers or performed the member's or employee's official duties in favor of another.

**ARTICLE III
AMENDMENTS**

Section 3.1 Bylaw Revisions

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

PASSED AND APPROVED, on this the 18th day of August 2014.

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

We certify that the LUTS By-laws were revised at a public meeting of the Policy Committee of the Laredo Urban Transportation Study (LUTS)

Nathan Bratton

Melisa Montemayor

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

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

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

SEC. 20005. METROPOLITAN TRANSPORTATION PLANNING.

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

“§ 5303. Metropolitan transportation planning

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

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

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

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

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

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

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

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

“(5) REGIONAL TRANSPORTATION PLANNING ORGANIZATION.—The term ‘regional transportation planning organization’ means a policy board of an organization established as the result of a designation under section 5304(1).

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

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

“(c) GENERAL REQUIREMENTS.—

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

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

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

“(d) DESIGNATION OF METROPOLITAN PLANNING ORGANIZATIONS.—

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

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

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

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

“(A) local elected officials;

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

“(C) appropriate State officials.

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

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

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

[Rules and Regulations]

[Pages 31214-31219]

From the Federal Register Online via the Government Printing Office [www.gpo.gov]

[FR Doc No: 2014-12163]

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

49 CFR Part 613

Federal Highway Administration

23 CFR Part 450

[Docket No. FTA-2013-0029]

Policy Guidance on Metropolitan Planning Organization (MPO)
Representation

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

ACTION: Policy guidance.

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

DATES: Effective June 2, 2014.

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

SUPPLEMENTARY INFORMATION:

Introduction

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

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

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

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

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

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

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

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

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improvement programs (STIPs and TIPs) must include, to the maximum extent practicable, a description of the anticipated effect of the program toward achieving the performance targets established in the statewide or metropolitan transportation plan, linking investment priorities and the highway and transit performance targets.\8\ These changes to the planning process will be addressed in FHWA and FTA's anticipated joint rulemaking amending 23 CFR part 450 and 49 CFR part 613.\9\

\5\ 23 U.S.C. 134(h)(2); 49 U.S.C. 5303(h)(2).
\6\ 23 U.S.C. 134(h)(2); 49 U.S.C. 5303(h)(2).
\7\ 23 U.S.C. 134(i)(2)(B); 49 U.S.C. 5303(i)(2)(B).
\8\ 23 U.S.C. 134(j)(2)(D); 49 U.S.C. 5303(i)(2)(D) (TIPs) and
23 U.S.C. 135(g)(4); 49 U.S.C. 5304(g)(4) (STIPs).
\9\ FHWA RIN 2125-AF52; FTA RIN 2132-AB10.

As part of its performance management framework, MAP-21 assigns MPOs the new transit-related responsibilities described above, i.e., to establish performance targets with respect to transit state of good repair and transit safety and to address these targets in their transportation plans and TIPs. Representation by providers of public transportation in each MPO that serves a TMA will better enable each MPO to define performance targets and to develop plans and TIPs that support an intermodal transportation system for the metropolitan area. Including representation by providers of public transportation in each MPO that serves an area designated as a TMA is an essential element of MAP-21's performance management framework and will support the successful implementation of a performance-based approach to transportation decisionmaking.

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

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

\10\ 78 FR 60015 (Sept. 30, 2013).

Summary Discussion of Comments Received in Response to the Proposed Guidance

The proposed guidance sought comments on several specific issues:

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

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

The Need for Guidance in General

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

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

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

A Specifically Designated Public Transportation Representative

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

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transportation.

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

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

\11\ H.R. Conf. Rep. 112-557 (2012).

\12\ 23 U.S.C. 134(b)(2); 49 U.S.C. 5303(b)(2).

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

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

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

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

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

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cooperative and collaborative metropolitan planning process.

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

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

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

Providers of Public Transportation

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

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

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Process for the Selection of Public Transportation Representatives

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

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

\14\ 23 CFR 450.314.

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

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

Role of the Public Transportation Representative

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

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

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

Restructuring MPOs To Include Representation by Providers of Public Transportation

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

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

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

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

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

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

Policy Guidance

Representatives of Providers of Public Transportation

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

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

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

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

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

Eligible Providers of Public Transportation

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

Process for the Selection of Representatives of Providers of Public Transportation

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

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Role of a Representative of Providers of Public Transportation

A representative of providers of public transportation should

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

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

Restructuring MPOs To Include Representation by Providers of Public Transportation

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

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

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

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

EXHIBIT C

Issued on: May 21, 2014.

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

EXHIBIT C

Vanessa Guerra

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

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

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TEXAS

Vanessa Guerra

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

Vanessa,

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

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

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

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

Ana Alicia Duncan, P.E.
Transportation Engineer

Texas Department of Transportation - Laredo District
1817 Bob Bullock Loop * Laredo, TX 78043
O: 956/712-7460 F: 956/712-7401
Email: ana.duncan@txdot.gov

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

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1817 Bob Bullock Loop * Laredo, TX 78043
O: 956/712-7460 F: 956/712-7401
Email: ana.duncan@txdot.gov

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Vanessa Guerra

From: Vanessa Guerra
Sent: Thursday, August 14, 2014 8:38 AM
To: 'Sara Garza'; Ana Duncan
Cc: Nathan R. Bratton
Subject: RE: Bylaws revisions

Does your reply mean that TxDOT no longer requests the changes to this section?

From: Sara Garza [mailto:Sara.Garza@txdot.gov]
Sent: Wednesday, August 13, 2014 3:34 PM
To: Ana Duncan; Vanessa Guerra
Cc: Nathan R. Bratton; Raymond Sanchez
Subject: RE: Bylaws revisions

In reviewing and discussing this more carefully, I recommend that you look at other TMA's for technical committee voting structures. Since Laredo is now designated as TMA. Thanks!

From: Ana Duncan
Sent: Wednesday, August 13, 2014 2:44 PM
To: Vanessa Guerra; Sara Garza
Cc: Nathan R. Bratton
Subject: RE: Bylaws revisions

Confirm, subject to one minor revision.

Proposed

(b) The Texas Department of Transportation (TxDOT) will appoint two Planning Representatives, one of whom shall act as Vice-Chairperson of the Technical Committee. The TxDOT TPP Field Representative will coordinate the administration and transportation planning activities of the MPO with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and TxDOT.

From: Vanessa Guerra [mailto:vguerra@ci.laredo.tx.us]
Sent: Wednesday, August 13, 2014 2:17 PM
To: Ana Duncan; Sara Garza
Cc: Nathan R. Bratton
Subject: Bylaws revisions

Below is the section of the Bylaws discussed during yesterday's technical Committee. The underscored section reflects your requested revisions. Please confirm if the revisions accurately reflect your intention.

Original

(b) The Texas Department of Transportation (TxDOT) will appoint the District Advanced Transportation Planning and Development Director who shall act as

Vice-Chairperson of the Technical Committee and will coordinate the administration and transportation planning activities of the MPO with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and TxDOT.

Proposed

(b) The Texas Department of Transportation (TxDOT) will two Planning Representatives, one of whom shall act as Vice-Chairperson of the Technical Committee. The TxDOT TPP Field Representative will coordinate the administration and transportation planning activities of the MPO with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and TxDOT.

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**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 10-20-14	SUBJECT: MOTION Mayor Raul G. Salinas, in his capacity as the presiding officer of the Laredo Mass Transit Board, will appoint a member of the Laredo Mass Transit Board as a member of the Metropolitan Planning Organization's Policy Committee.	
INITIATED BY: Staff		STAFF SOURCE: Nathan Bratton, Director of Planning
PREVIOUS ACTION: On June 9 th , 1994, the MPO Policy Committee adopted the LUTS Bylaws which were subsequently amended on July 23, 1997, July 21, 2007, June 14, 2012 and on August 13, 2013.		
Background: The Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6 th , 2012 and is the bill that governs and authorizes funding for national federal surface transportation spending. The \$105 billion, two-year bill roughly maintains total funding from the previous authorization, and includes a number of reforms. Sections 1201 and 20005 of MAP -21 require that <u>no later than October 1, 2014 there be representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA).</u> [23 U.S.C. 134 (d)(2)(B) and 49 U.S.C. (d) (2)(B)]		

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 10-20-14	SUBJECT: A RESOLUTION Receive public testimony and approve Resolution No. MPO 2014-07 adopting the proposed amendment of the FY 2015 Unified Planning Work Program (UPWP).	
INITIATED BY: Staff		STAFF SOURCE: Nathan Bratton, MPO Director
PREVIOUS ACTION: On June 16 th , 2014, the Policy Committee approved the initiation of a 20 day public review and comment period. On July 21, 2014, the Policy Committee approved Resolution No. MPO 2014-05 adopting the 2015 UPWP.		
<p>BACKGROUND: The Unified Planning Work Program describes and schedules work to be undertaken by the Metropolitan Planning Organization during the fiscal period. On July 21, 2014, the Policy Committee approved Resolution No. MPO 2014-05 adopting the 2015 UPWP.</p> <p>On September 5th, 2014, the Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA) jointly issued a letter granting <u>conditional approval</u> of the 2015 Unified Planning Work Program. Said conditional approval requires that the document be amended no later than January 15, 2015 in order to address the Planning Emphasis Areas (PEA). <i>(See attached)</i></p> <p>The Planning Emphasis Areas (PEA) are planning topical areas issued by FTA and FHWA which they wish MPO's and States to emphasize in their respective planning work programs. The planning emphasis areas for Federal FY-2015 include:</p> <ul style="list-style-type: none"> • Map 21 Implementation – transition to performance based planning and programming. • Models of Regional Planning Cooperation – promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. • Ladders of Opportunity – access to essential services as part of transportation planning process, identify transportation connectivity gaps in access to essential services. <p>UPWP, Section I. C, entitled Planning Issues and Emphasis, was amended such that the UPWP subtask which contained elements that addressed the emphasis area were identified and the following language was inserted:</p> <p><u>The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in a memorandum to Metropolitan Planning Organizations, dated April 23, 201, jointly issued Planning and Emphasis Areas (PEAs). The PEAs are topical areas in planning that FHWA and FTA want to emphasize as MPOs develop work task associated with PEAs in the UPWP. The 2015 PEAs include:</u></p> <p style="text-align: right;">Staff comments continued.....</p>		
COMMITTEE RECOMMENDATION: The LUTS Technical Committee recommends approval.		STAFF RECOMMENDATION: Staff recommends approval.

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

Staff comments continued:

1. MAP-21 Implementation: Transition to Performance Based Planning and Programming. Addressed in the Subtask(s) listed below which include project/task aspect(s) that support the development and implementation of a performance management approach to transportation planning and programming, and the achievement of transportation system performance outcomes:
 - 1.1 Program Support and Administration
 - 2.1 Growth Development and Monitoring
 - 4.2 2015-2040 Metropolitan Transportation Plan
 - 5.1 Congestion Management Plan
2. Models of Regional Planning Cooperation: Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. Addressed in the Subtask(s) listed below which include project/task aspect(s) that encourage collaboration among TxDOT, the MPO, and the local transit operator on data collection, data storage and analysis, analytical tools, and performance based planning:
 - 2.1 Growth Development and Monitoring
 - 2.3, Travel Demand Model Update
 - 3.3, TMA Certification Project
 - 4.2 2015-2040 Metropolitan Transportation Plan
3. Ladders of Opportunity: Access to essential services – as part of the transportation planning process, identify connectivity gaps in access to essential services (i.e., housing, employment, health care, schools/education, and recreation.) Addressed in the Subtask(s) listed below which include project/task aspect(s) that support the identification of transportation system connectivity failures that preclude access of the public , including traditionally underserved populations, to essential services:
 - 2.1 Growth Development and Monitoring
 - 4.2 2015-2040 Metropolitan Transportation Plan
 - 5.3 Transit Plan Update
 - 5.4 Bicycle and Pedestrian Plan



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION FEDERAL HIGHWAY ADMINISTRATION
819 TAYLOR STREET, ROOM 8A36 300 E. 8TH STREET, ROOM 826
FORT WORTH, TEXAS 76102-9003 AUSTIN, TEXAS 78701

September 5, 2014

Laredo Urban Transportation Study (LUTS)
FY 2015 Unified Planning Work Program (UPWP)

Ms. Sara Garza, Transportation Planner
Transportation Planning and Programming Division
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701-2483

Dear Ms. Garza:

We have reviewed the Laredo Urban Transportation Study's (LUTS) FY 2015 Unified Planning Work Program (UPWP) transmitted with your letter of August 22, 2014. Based upon our review, the LUTS FY 2015 UPWP is approved. As a condition of this approval, we ask that the FY 2015 Planning Emphasis Areas (PEA) be addressed within the FY 2015 UPWP document by January 1st.

For questions or concerns regarding this approval, please contact Ms. Lynn Hayes, FTA at (817) 978-0565, or Mr. Kirk D. Fauver FHWA at (512) 536-5952.

Sincerely yours,

Donald R. Koski, Director
Planning and Programming Development
Federal Transit Administration

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



U.S. Department
of Transportation
Federal Highway
Administration

Office of the Administrator
April 23, 2014

1200 New Jersey Ave., SE
Washington, D.C. 20590

Federal Transit
Administration

In Reply Refer To:
HEPP-1
TPE-1

Attention: Executive Directors of Metropolitan Planning Organizations

With the renewed focus on transportation planning brought about by the MAP-21, Transportation Secretary Foxx, and the pending issuance of proposed transportation planning regulations, Federal Highway Administration (FHWA) and Federal Transit Administration's (FTA) Offices of Planning are jointly issuing Planning Emphasis Areas (PEAs). The PEAs are planning topical areas that we want to place emphasis on as the Metropolitan Planning Organizations (MPOs) and the State DOTs develop their respective planning work programs. We are asking our FHWA and FTA field offices to meet with their MPO and State DOT counterparts to discuss these emphasis areas and encourage the MPOs and the States to develop and identify work tasks associated with the planning emphasis areas for inclusion in their upcoming unified planning work programs and statewide planning and research work programs for Federal FY-2015. The planning emphasis areas for Federal FY-2015 include:

MAP-21 Implementation


- *Transition to Performance Based Planning and Programming.* The development and implementation of a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

Models of Regional Planning Cooperation

- *Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning.* This is particularly important where more than one MPO or State serves an urbanized area or adjacent urbanized areas. This cooperation could occur through the metropolitan planning agreements that identify how the planning process and planning products will be coordinated, through the development of joint planning products, and/or by other locally determined means. Coordination across MPO and across State boundaries includes the coordination of transportation plans and programs, corridor studies, and projects across adjacent MPO and State boundaries. It also includes collaboration among State DOT(s), MPOs, and operators of public transportation on activities such as: data collection, data storage and analysis, analytical tools, and performance based planning.

Ladders of Opportunity

- *Access to essential services - as part of the transportation planning process, identify transportation connectivity gaps in access to essential services. Essential services include housing, employment, health care, schools/education, and recreation. This emphasis area could include MPO and State identification of performance measures and analytical methods to measure the transportation system's connectivity to essential services and the use of this information to identify gaps in transportation system connectivity that preclude access of the public, including traditionally underserved populations, to essential services. It could also involve the identification of solutions to address those gaps.*



Gregory G. Nadeau
Deputy Administrator
Federal Highway Administration

Sincerely yours,



Therese W. McMillan
Deputy Administrator
Federal Transit Administration

RESOLUTION NO. MPO 2014-07

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

ADOPTING THE 2015 UNIFIED PLANNING WORK PROGRAM (UPWP)

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

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

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopts the proposed amendment of the 2015 Unified Planning Work Program (UPWP), which is attached hereto and made a part hereof for all purpose on this the 20th day of October, 2014

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

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

Nathan Bratton
MPO Director

Melisa Montemayor
TxDOT District Administrator

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LAREDO URBAN TRANSPORTATION STUDY
2015 UNIFIED PLANNING WORK PROGRAM

I. INTRODUCTION

The Unified Planning Work Program (UPWP) originated from the Federal-Aid Highway Act of 1973 and incorporates into one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken by the Metropolitan Planning Organization in the study area for the year. The United States Department of Transportation, through its modal administrations, requires development of an annual Unified Planning Work Program (UPWP) to describe intermodal comprehensive transportation planning in areas with populations greater than 50,000. This program was designed to incorporate federal Section 112 (“PL” funds) and Section 5303 (transit) planning funds and intended to provide a mechanism for the coordination of all planning activities required by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal regulations allow for a one or two year work program.

The Laredo Urban Transportation Study, in its capacity as the Laredo Metropolitan Planning Organization, provides continuous, cooperative and comprehensive transportation planning for the Laredo Metropolitan Area as required by The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), The Transportation Equity Act for the 21st Century, The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), and Moving Ahead for Progress in the 21st Century Act (MAP-21).

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

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

The Clean Air Act Amendments (CAAA) of 1990 also influences the metropolitan planning process. In general the Act requires that transportation actions and projects proposed and/or implemented in the metropolitan planning area must support the attainment of federal standards for ozone by meeting specific requirements set out by the Environmental Protection Agency (EPA), regarding air quality conformity. Since the Laredo Urbanized Area has been designated an “attainment” area for air quality conformity, the law exempts the urbanized area (UZA) from conformity requirements therefore, it is not addressed in this document.

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The Unified Planning Work Program (UPWP) is developed to comply with the mandatory metropolitan planning requirements and was adopted by the Laredo Metropolitan Planning Organization Policy Committee at a public meeting, following a twenty-day comment period as required by the adopted Public Participation Plan.

A. PURPOSE

The UPWP describes and schedules work to be undertaken by the Laredo Urban Transportation Study during the upcoming fiscal period. The UPWP also includes a financial participation summary. In order to ensure public involvement and participation, all MPO work is conducted in accordance with the adopted Public Participation Plan (PPP). The PPP requires that initial adoption of the Unified Planning Work Program (UPWP) follow at a minimum: a 20 day public comment and review period, 72 hour advanced posting of the Policy Committee meeting wherein final action will occur, and publication of a document summary in the newspaper at least 5 days in advance of adoption. The PPP further requires revisions of the UPWP may only be ratified thru action of the Policy Committee following 72 hour posted advance notice to the public. All elements described are consistent with and in support of transportation planning objectives.

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

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

The goal areas for public transportation address:

1. Transit Safety
2. Transit Asset Management

Each state department of transportation (DOT) will then have one year (to April 1, 2015) to establish performance targets in support of those measures; and the MPO's will subsequently have 180 days (to October 1, 2015) to establish performance targets coordinated with those of the state DOT's and public transportation providers. After these targets are set, the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The Metropolitan Transportation Plan will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan.

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

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

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

Public involvement policy and process will be critical to the preparation and implementation of performance measures in the planning process as required by MAP-21. The Laredo MPO's Public Participation Plan (PPP) gives citizens the opportunity to comment during all phases of the transportation planning process. The MPO welcomes public comment throughout the planning process and utilizes its website <http://www.ci.laredo.tx.us/city-planning/Departments/MPO/index.html>, as well as the local periodical to receive comments and notify the public of opportunities to comment.

B. DEFINITION OF AREA

The Laredo Metropolitan Area Boundary (MAB) includes the City of Laredo and portions of Webb County. (See Map, Appendix B.) The MAB was approved by the Governor in 2004. The Laredo urbanized area (as determined by the 2010 Census) surpassed 200,000 in population and was designated a Transportation Management Area (TMA) effective July 18th, 2012.

C. ORGANIZATION

The Laredo Metropolitan Planning Organization is governed by the Policy Committee established in accordance with adopted MPO Bylaws. The Committee is chaired by the Mayor of the City of Laredo and includes as voting members: three members from the City of Laredo City Council, the Laredo TxDOT District Administrator, TxDOT's District Transportation Planning and Development Director, the Webb County Judge, and two Webb County Commissioners. The State Senator for District 21, the State Representative for District 80 and the State Representative for District 42 serve as non-voting, ex-

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officio members. The Policy Committee is the body of the MPO that holds review and decision-making authority over transportation planning efforts undertaken by the Laredo Urban Transportation Study, acting as the Metropolitan Planning Organization, and by the Texas Department of Transportation in the Laredo Metropolitan Area (See Appendix A). Technical Committee responsibilities include professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee includes:

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

City of Laredo staff providing service and support to the MPO include: the Planning Director, a transportation planner, a GIS technician, a clerk, an accountant and others as may be required.

D. PRIVATE SECTOR INVOLVEMENT

The private sector is encouraged to participate in the development of all transportation programs and plans. Private transportation providers are invited to participate in TIP development as members of the Technical Committee and as project evaluation committee members. Private consultants will be used for the completion of the TMA Certification Project, the Congestion Management Plan, the 2015-2040 Metropolitan Plan Update, the Railroad Quiet Zone Study Update, the Transit Plan Update, the Bicycle and Pedestrian Plan, and the Mines Road Study. Outside consulting services are also being considered for the completion of the MPO’s website redesign, and the Limited English Proficiency Plan.

E. PLANNING ISSUES AND EMPHASIS

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

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

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

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in a memorandum to Metropolitan Planning Organizations, dated April 23, 2011, jointly issued Planning and Emphasis Areas (PEAs). The PEAs are topical areas in planning that FHWA and FTA want to emphasize as MPOs develop work task associated with PEAs in the UPWP. The 2015 PEAs include:

1. MAP-21 Implementation: Transition to Performance Based Planning and Programming. Addressed in the Subtask(s) listed below which include project/task aspect(s) that support the development and implementation of a performance management approach to transportation planning and programming, and the achievement of transportation system performance outcomes:
 - 1.1 Program Support and Administration
 - 2.1 Growth Development and Monitoring
 - 4.2 2015-2040 Metropolitan Transportation Plan
 - 5.1 Congestion Management Plan
2. Models of Regional Planning and Cooperation : Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. Addressed in the Subtask(s) listed below which include project/task aspect(s) that encourage collaboration among TxDOT, the MPO, and the local transit operator on data collection, data storage and analysis, analytical tools, and performance based planning:
 - 2.1 Growth Development and Monitoring
 - 2.3, Travel Demand Model Update
 - 3.3, TMA Certification Project
 - 4.2 2015-2040 Metropolitan Transportation Plan
3. Ladders of Opportunity: Access to essential services – as part of the transportation planning process, identify connectivity gaps in access to essential services (i.e., housing, employment, health care, schools/education, and recreation.) Addressed in the Subtask(s) listed below which include project/task aspect(s) that support the identification of transportation system connectivity failures that preclude access of the public , including traditionally underserved populations, to essential services:
 - 2.1 Growth Development and Monitoring
 - 4.2 2015-2040 Metropolitan Transportation Plan
 - 5.3 Transit Plan Update
 - 5.4 Bicycle and Pedestrian Plan

II. TASK 1.0 - ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To ensure that the Laredo Metropolitan Area transportation planning process is a fully cooperative, comprehensive and continuing activity; to monitor ongoing planning activities; to ensure that all modes of transportation are given consideration as elements of a single urban transportation system and are considered in the overall planning process; to ensure public involvement in the transportation planning process.

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B. EXPECTED PRODUCTS

The smooth and efficient operation of the Metropolitan Planning Organization includes the following: fulfillment of planning objectives; compliance with state and federal requirements; continuation of a proactive public involvement process, reports, certifications, and administration.

C. PREVIOUS WORK

Both the Technical and Policy Committee meetings held on an ongoing basis, make appropriate revisions to documents and approved programs. Staff conducted public meetings as required by FHWA, FTA, the State and local government in the development of transportation planning documents, and reports. Staff attended various meetings, and workshops, and made presentations at public meetings.

D. SUBTASKS

- 1.1 Program support administration. This includes program administration, record keeping, and monitoring completion of UPWP projects, audit, preparation of reports, interagency coordination, facilitating citizen participation, and preparation of meeting minutes.
- 1.2 Travel, training, equipment, and supplies. All computer hardware, software and equipment expenditures of Federal planning funds over \$5,000 will require prior approval.

E. FUNDING & PARTICIPATION SUMMARY

Task 1 - FY 15

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

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

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

In cooperation with member agencies, maintain a database on population, housing, land use and transportation characteristics. Monitor growth patterns in the study area for their impact on community transportation systems. Staff will assist with the continual integration of data into GIS format in order to facilitate organization, retrieval and analysis, and to continue and further the goals and objectives of comprehensive transportation planning.

B. EXPECTED PRODUCTS

Updated demographics including population, land use, housing employment and roadway databases and maps. A fully integrated mapping/data base system to be used in data retrieval, analysis, projection, mapping, and graphic publication elements of future transportation planning tasks. Demographic data will be done in-house using resources available in the community. The MPO website will be redesigned to increase functionality, ease of use, visualization capacity, public outreach, and transparency.

C. PREVIOUS WORK

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

D. SUBTASKS

- 2.1 Growth and development monitoring projections. The GIS Analyst will assist in the ongoing collection, review, analysis and mapping of demographic data related to population, land use, housing, and employment. The subtask will also provide for GIS related staff training, and the purchase of equipment, software, materials and supplies for printing of maps.
- 2.2 Website – Professional services will be procured to redesign the MPO website in order to increase the site's functionality, ease of use, visualization capacity, public outreach ability and transparency. (Staff is considering whether to perform the task in house or procure professional)
- 2.3 Travel Demand Model Update - Objective: The GIS Analyst will review all socioeconomic data, necessary for the updating of the 2003 Travel Demand Model, produced by selected consultant. Expected Outcome: Update of the current travel demand model from a 2003 to a 2008 base year and from a 2035 forecast year to a 2040 forecast year (To be conducted by consultant. This is a carryover project.)

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E. FUNDING & PARTICIPATION SUMMARY

Task 2 – FY 15

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

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

IV. TASK 3.0 - SHORT RANGE PLANNING

A. OBJECTIVE

To complete those activities associated with near-term planning and implementation of projects that will be undertaken within the next five years.

B. EXPECTED PRODUCTS

Short range planning activities will result in strategies that will support those planning policies needed to preserve the continuing flow of traffic. The MPO will develop and/or revise as necessary the UPWP, the TIP, By-Laws, and the Public Participation Plan. A Limited English Proficiency Plan will be developed and adopted in accordance with federal and state guidelines. The MPO also anticipates continued participation in the regional service planning process, as well as, any activity associated with FTA’s 5310 Senior’s with Disabilities Program or 5339 - Bus and Bus Facilities Program. The MPO will also participate in both a mock and formal certification review to be conducted by the Federal Highway Administration (FHWA).

C. PREVIOUS WORK

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

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D. SUBTASKS

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

E. FUNDING & PARTICIPATION SUMMARY

Task 3 - FY 15

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

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

V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN / LONG RANGE PLANNING

A. OBJECTIVE

To continue study and analysis of projects and data for long-range planning elements and long-range project studies. Includes activities associated with publishing or updating the Metropolitan Transportation Plan, formerly called the Long Range Plan.

B. EXPECTED PRODUCTS

Staff expects to assist in the continual revision of the existing Metropolitan Transportation Plan (MTP) to conform to state and federal requirements. Staff will also assist in the development of the 2015-2040 MTP.

C. PREVIOUS WORK

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

D. SUBTASKS

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

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E. FUNDING & PARTICIPATION SUMMARY

Task 4 - FY 15

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

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

VI. TASK 5.0 - SPECIAL STUDIES

A. OBJECTIVE

To further the goals and objectives of the transportation planning process through special studies undertaken by MPO staff or consultants in support of existing or projected local needs. To maintain the transportation management systems required by federal and state regulations, to assist decision-makers in selecting cost-effective strategies to improve the efficiency and safety of and protect the investment systems.

B. EXPECTED PRODUCTS

These are specific studies and projects that address special problem areas or help promote and support transportation related topics.

C. PREVIOUS WORK

The Downtown Signalization Study was completed in FY 2008, the Transit Development Plan was completed in FY 09, the McPherson Corridor Capacity and Mobility Analysis Project was completed in FY 10. In FY 11 both the Bus Rapid Transit Plan and the Del Mar Corridor Study were completed. In FY 2013, The Para-Transit Plan Update was completed and the Congestion Management Study, the TMA Certification Project, the 2015-2040 MTP, and the Rail Road Quiet Zone Update studies were initiated. In 2014 staff continued to worked closely with the selected consultants on the Congestion Management Study, the TMA Certification Project, the 2015-2040 MTP, and the Rail Road Quiet Zone Update studies. Contract amendments were developed and executed for both the Congestion and Railroad Quiet Zone studies.

D. SUBTASKS

- 5.1 Congestion Management Plan -Objective: To identify and evaluate the likely performance and expected benefits of a variety of congestion management strategies. The CMP is required to be developed and implemented as an integral part of the metropolitan planning process in Transportation Management Areas (TMAs). Expected Outcome: The plan will provide

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congestion management recommendations, intended to facilitate the safe and effective management and operation of new and existing transportation facilities, in accordance with all Federal guidelines. (To be conducted by consultant. This is a carryover project.)

- 5.2 Railroad Quiet Zone Study Update - Objective: Develop a strategy to implement a train whistle ban in Laredo following adopted federal guidelines. The study will evaluate railroad lines by segments and provide detailed recommendations for implementation. Data will be collected at each railroad crossing and analysis and recommendations will be developed for each crossing. The study will also provide recommendations regarding capital improvements necessary, cost estimates, alternative recommendations, and order of implementation for infrastructure improvements. Expected Outcome: To update the study that was performed for the MPO in 2006. (To be conducted by consultant. This is a carry-over project.)
- 5.3 Transit Plan Update-Objective: The study will include: the review and analysis of current operation data, including trend analysis and peer analysis; the evaluation of existing transit services and programs, the assessment of unmet transit needs and service gaps; analysis of individual and system route performance; assessment of current/future operating, capital, and matching needs with available resources; recommendations for service modifications/improvements, and guidance in the preparation of annual budgets. Expected Outcome: To update the study that was performed for the MPO in 2009. (To be conducted by consultant)
- 5.4 Bicycle and Pedestrian Plan - Objective: To develop a plan for creating an environment conducive for walking or cycling as a mode choice, as well as, providing recreational opportunities for walking and cycling in order to encourage a healthy lifestyle . Expected Outcome: To adopt a plan that will provide guidance for the development and implementation of an interconnected network of designated on-street bicycle facilities as well as off-roadway trails and sidewalks.
- 5.5 Mines Road Study- Objective: To evaluate Mines Road, from its intersection with IH 35 north to its intersection with 255, for mobility improvements with a concentration on increasing roadway capacity and level of service. Analysis should include at a minimum: an origin and destination study, evaluation of commercial, transit, and passenger vehicle traffic patterns, access management, alternative access routes, both existing and proposed and signal timing improvements. Expected Outcome: A comprehensive traffic study also including short and long term, prioritized improvement recommendations, cost estimates and possible revenue sources.

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E. FUNDING & PARTICIPATION SUMMARY

Task 5 - FY 15

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

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

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TABLE 1 –BUDGET SUMMARY— FY 15

UPWP Task	FTA Task	Description	TPF¹ Funds	FTA Sect. 5307	Local	Total Funds
1.0	44.21.00	Administration- Management	115,000	0	0	115,000
2.0	44.22.00	Data Development and Maintenance	55,000	0	0	55,000
3.0	44.24.00	Short Range Planning	55,000	0	0	55,000
4.0	44.23.00	Metropolitan Transportation Plan	80,000	0	0	80,000
5.0	44.27.00	Special Studies	450,00	0	0	450,00
TOTAL			755,000	0		755,000

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

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

² Estimate based on prior years authorizations

**FY 2015 UPWP
APPENDIX A**

**LAREDO URBAN TRANSPORTATION STUDY
POLICY COMMITTEE**

Honorable Raul G. Salinas	Mayor	City of Laredo
Honorable Roque Vela, Jr.	City Councilmember	City of Laredo
Honorable Juan Narvaez	City Councilmember	City of Laredo
Honorable Jorge A. Vera	City Councilmember	City of Laredo
Honorable Danny Valdez	Webb County Judge	Webb County
Honorable John Galo	Webb County Commissioner	Webb County
Honorable Jaime Canales	Webb County Commissioner	Webb County
Ms. Melisa Montemayor	District Administrator	TxDOT
Mr. Albert Ramirez, P.E.	Transportation Planning and Development Director	TxDOT
<i>**Ex-Officio**</i>		
Honorable Judith Zaffirini	Senator - District 21	State of Texas
Honorable Richard Raymond	Representative - District 42	State of Texas
Honorable Tracy O. King	Representative- District 80	State of Texas

LAREDO URBAN TRANSPORTATION STUDY

DATE: 10-20-14	SUBJECT: Presentation by Madhusudhanan Narayanasamy, of CDM Smith, on 2015-2040 Metropolitan Transportation Plan Project Scores.
INITIATED BY: Staff	STAFF SOURCE: Nathan Bratton, MPO Director
PREVIOUS ACTION: On August 28, 2014, the Policy Committee approved the proposed Project Evaluation Criteria as amended during the meeting. Said amendment entails the criteria be revised such that 20% of the total possible project score is devoted to qualitative scoring criteria.	
<p>BACKGROUND:</p> <p>The development of the MTP is required under the Moving Ahead for Progress in the 21st Century Act (MAP-21) to assure the continued allocation of federal fund to local transportation projects. When adopted the plan is recognized as the official, comprehensive, intermodal transportation plan for the metropolitan planning area. The purpose of the MTP is to identify existing and future transportation needs, develop both long-range and short-range strategies/actions that promote an integrated multimodal transportation system, and facilitate the safe and efficient movement of people and goods, while addressing current and future transportation demand. Said coordinated transportation strategies may include: roadway capacity or operational enhancements, truck, transit or rail freight related network improvements, as well as, bikeways and pedestrian facilities. The plan must address, at a minimum, a continuous twenty-year planning horizon.</p> <p>In March of 2014, a “call for projects” was issued to encourage local stakeholders, planning partners and members of the public to submit projects they wish constructed within the next 25 years. All submitted projects, as well as any unimplemented projects remaining from the previous plan are then evaluated for the purpose of ranking, inclusion, and allocation of projected federal funds.</p> <p>In an effort to prioritize the future transportation needs of Laredo region, the MPO developed a series of project evaluation criteria to objectively score projects. While the criteria attempt to quantify the potential benefits and effects of each project, they are not the sole determinant in establishing regional investment priorities. Rather, these criteria are simply a tool to help discuss the merits of each project and evaluate them on an equal playing field.</p> <p><u>REVISED project evaluation criteria are as follows:</u></p> <p>Congestion –100 Points</p> <ul style="list-style-type: none"> • Current Congestions (50) • Future Congestion (30) • CMP (20) <p>Safety and Operations – 100 Points</p> <ul style="list-style-type: none"> • Safety (60) • Operational Efficiency (30) • Hazardous Materials (10) <p>Project Cost –50 Points</p> <ul style="list-style-type: none"> • Cost reasonableness (30) • Alternative Financing (20) <p>Modal Impacts – 150 Points</p> <p>Environmental Impacts – 20 Points</p> <p><u>Public Acceptance – 80 Points</u></p> <p>Total – 500 Points</p>	

Staff comments continued.....

LAREDO URBAN TRANSPORTATION STUDY

Staff Comments continued

At the August 18th and September 15th Policy Committee meetings of this year, the directed that the quantitative elements of the projects scoring criteria should be done by the consultant tasked with assisting the MPO with the development of the MTP, and the qualitative elements were to be scored by the Technical Committee.

The materials necessary for scoring the projects were sent to the Technical Committee on September 24th, 2014 and again on October 2, 2014. The Technical Committee was again offered the opportunity to score the projects at the October 14th, 2014 Technical Committee meeting. Of the 22 Technical Committee members, the following members submitted scores:

Robert Pena for Robert Murillo, City of Laredo Traffic Department
Sara Garza, TxDOT
Eduardo Bernal for Claudia San Miguel, El Metro
John "Randy" Aguilar, TxDOT
Rafael Vidaurri for Rhonda Tiffin, Webb County Planning
Vanessa Guerra for Nathan Bratton, MPO

Per the Policy Committee's direction, the quantitative scores will be compiled with the average of the qualitative scores submitted by the Technical Committee in order to arrive at a ranked projects listing.



Project Evaluation Criteria

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

Congestion – 100 Points

Current Congestion:

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

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

Future Congestion:

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

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

Congestion Management Process:

Is this project a product of the congestion management process?

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

Safety and Operations: 100 Points

Safety:

Does the project specifically address a safety issue?

- Yes, directly : 60 Points
- Yes, indirectly : 30 Points

- No : 0 Points

*Based upon type of project.

Yes, directly: Access Management, Frontage Road Conversion, Intersection Improvements, Bicycle/Pedestrian Facilities (some), Center Turn Lane, Lighting, Median, Realignment, Traffic Signal, Widen Lanes

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

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

Operational Efficiency:

Does this project include elements that specifically improve the operational efficiency of the transportation system?

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

*Based upon type of project.

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

Yes, indirectly: New Roadway, Additional Travel Lanes

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

Hazardous Material:

Does this project address the safe transportation of hazardous material?

- Yes : 10 Points
- No : 0 Points

Yes: Project located in a Hazmat route

No: Project not located in Hazmat route

Project Cost: 50 Points

Cost Reasonableness:

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

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

Alternative Financing:

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

- Yes : 20 Points
- No : 0 Points

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

Modal Impact: 150 Points

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

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

Environmental Impacts: 20 Points

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

- The TAC will evaluate and provide scores for each project based on their local knowledge

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

- The TAC will evaluate and provide scores for each project based on their local knowledge

Public Acceptance: 80 Points

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

- The TAC will evaluate and provide scores for each project based on their local knowledge

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

- The TAC will evaluate and provide scores for each project based on their local knowledge

Directions

The projects in the next tab are being considered for the Category 7 funding
Please provide your qualitative score for the following elements

Environmental Impacts

1. Does this project impact environment in a positive manner? (0 - 10 Points)
Please provide a maximum score of 10 points based on your local knowledge
2. Does this project improve aesthetics of the community? (0 to 10 points)
Please provide a maximum score of 10 points based on your local knowledge

Public Acceptance

1. Does the project have explicit community support? (0 to 50 points)
Please provide a maximum score of 50 points based on your local knowledge
2. Is the project consistent with local and regional goals and objectives? (0 to 30 points)
Please provide a maximum score of 30 points based on your local knowledge

2015 - 2040 Laredo Metropolitan Transportation Plan Update
Project Evaluation Criteria for allocating Category 7 Funds

SL No	Project ID	Road/Facility	Location	Project Description	Cost (Million)*	Environmental Impacts (20 points)		Public Acceptance (80 points)	
						Positive Impact (10 Points)	Aesthetics (10 points)	Community Support (50 Points)	Consistency with Local and Regional Goals and Objectives (30 Points)
1	1	Loop 20	At IH 35	Construct overpass and approach roadways	\$42				
2	2	Loop 20	At International Blvd	Construct overpass and approach roadways	\$25				
3	3	Loop 20	At IH 35	Construct a ramp from IH 35 South to Loop 20 East and a ramp Loop 20 West to IH 35 South	\$45				
4	4	Loop 20	East of Havana Rd to US 59	Upgrade to Interstate Standards, including overpasses at Shiloh Dr, Del Mar Blvd, University Blvd, Jacaman Rd, and Airport	\$392				
5	5	Loop 20 (Cuatro Vientos)	To US 83 near the City of Rio Bravo	Extend existing 2-lane roadway	\$54				
6	6	US 59	Laredo city limits to Laredo MPO limits	Upgrade to IH 69 design standards	\$157				
7	7	Green Ranch Pkwy	FM 1472 to IH 35	Construct new roadway with 2 lanes	\$141				
8	8	Laredo Outer Loop	IH 35 to US 83	Construct new roadway with 4 lanes	\$301				
9	10	FM 1472 (Mines Rd)	SH 255 to Killam Industrial Blvd	Widen from 4 lanes to 6 lanes	\$85				
10	X-01	US 83	SH 359 to Prop. Outer Loop	Widen from 4 lanes to 7 lanes	\$73				
11	X-02	Loop 20 (Cuatro Vientos)	At Lomas Del Sur Blvd	Construct overpass and ramps	\$47				
12	X-03	Loop 20 (Cuatro Vientos)	SH 359 to Prop. Outer Loop	Widen 4 lanes to 6 lanes	\$54				
13	X-04	Loop 20	World Trade Bridge to IH 35	Add 1 lane in each direction	\$10				
14	X-05	Interstate 35	Shiloh Dr to Loop 20	Widen 4 lanes to 6 lanes	\$55				
15	X-06	Interstate 35	At Loop 20	Construct ramp from Loop 20 Westbound to IH 35 Northbound	\$36				
16	X-08	Interstate 35	At Loop 20	Construct ramp from IH 35 Northbound to Loop 20 Eastbound	\$36				
17	X-09	Interstate 35	At Loop 20	Construct ramp from Loop 20 Eastbound to IH 35 Southbound	\$36				
18	X-11	US 83	At San Rio Blvd	Construct overpass and ramps	\$12				
19	X-12	Loop 20 (Cuatro Vientos)	At Cielito Lindo/Sierra Vista	Construct overpass and ramps	\$57				
20	X-13	Loop 20	McPherson Blvd to Bucky Houdmann Blvd	Construct 4-lane freeway main lanes	\$25				
21	X-15	US 59	2.0 miles east of Loop 20 to Prop. Outer Loop	Widen 2 lanes to 7 lanes	\$82				
22	X-16	Loop 20 (Cuatro Vientos)	At future minor arterial (1 mile north of Mangana Hein Rd)	Construct overpass and ramps	\$57				
23	X-22	Prop. Outer Loop Spur	Loop 20 to Prop. Outer Loop	Construct new roadway with 2 lanes	\$115				
24	X-24	Clark Blvd (Spur 400)	Loop 20 to Prop. Outer Loop	Construct new roadway with 5 lanes	\$140				
25	X-25	US 83	At Proposed Outer Loop	Construct ramps- Northbound US 83 to Eastbound Outer Loop and Westbound Outer Loop to Southbound US 83	\$72				
26	X-26	Market St	At KCS Railroad	Construct overpass	\$12				
27	X-27	Corpus Christi St	At KCS Railroad	Construct overpass	\$12				
28	X-28	IH 35 SB Frontage Rd (Santa Ursula)	At KCS Railroad	Construct overpass	\$12				
29	X-29	San Bernardo (Bus. Interstate 35)	At KCS Railroad	Construct overpass	\$12				

30	X-30	IH 35 NB Frontage Rd (Santa Ursula)	At KCS Railroad	Construct overpass	\$12				
31	X-31	Chicago St	At UP Railroad	Construct overpass	\$12				
32	X-32	Scott St	At UP Railroad	Construct overpass	\$12				
33	X-33	Sanchez St	At UP Railroad	Construct overpass	\$12				
34	X-34	Seymour Ave	At KCS Railroad	Construct overpass	\$12				
35	R-05	US 83 (Chihuahua)	IH 35 to SH 359	Widen from 2 lanes to 3 lanes	\$27				
36	R-06	US 83 (Guadalupe)	IH 35 to SH 359	Widen from 2 lanes to 3 lanes	\$27				
37	B-02	US 59	At Zacate Creek	Replace bridge	\$15				
38	B-03	Convent Ave	At Rio Grande River	Rehabilitate bridge	\$7				
39	B-04	Sanchez St	At Zacate Creek	Replace bridge	\$2				
40	B-05	Mangana-Hein Rd	At Becerra Creek	Replace bridge	\$2				
41	B-06	Wormser Rd	At Dolores Creek	Replace bridge	\$2				
42	B-07	Las Tiendas Rd	At Tejones Creek to Isabel Creeks and Palito Blanco Arroyo	Replace bridge	\$3				
43	B-08	-	At Juárez-Lincoln Bridge	Construct new bus facility	\$45				
44	0018-05-904	IH 35	0.5 mi N of Uniroyal Dr to 0.5 mi north of US 83	Widen from 4 lanes to 6 lanes	\$26				
45	0018-06-155	Shiloh Dr	At Railroad	Construct overpass	\$39				
46	P-01	Santa Maria Ave	At KCS Railroad	Construct overpass	\$12				
47	P-02	Dorel Dr	West of Loop 20 to Cheyenne Dr	Construct the remaining segment of Dorel Dr to make it into a continuous roadway from SH 359 to Loop 20	\$8				
48	P-04	North Transit Center	Near the intersection of Del Mar Blvd and Springfield Ave	Construct transit center for bus routes	\$4				
49	P-05	South Transit Center	Near the intersection of US 83 and Lomas Del Sur Blvd	Construct transit center for bus routes	\$4				
50	P-06	East Transit Center	Near the intersection of Loop 20 and US 59	Construct transit center for bus routes	\$4				
51	P-07	New Bus Maintenance and Operations Facility	Near the intersection of Jacaman Rd and Bartlett Ave	Construct a new bus maintenance, operations, and administration facility	\$30				

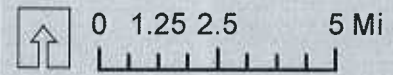
* All costs are in year 2014 dollars

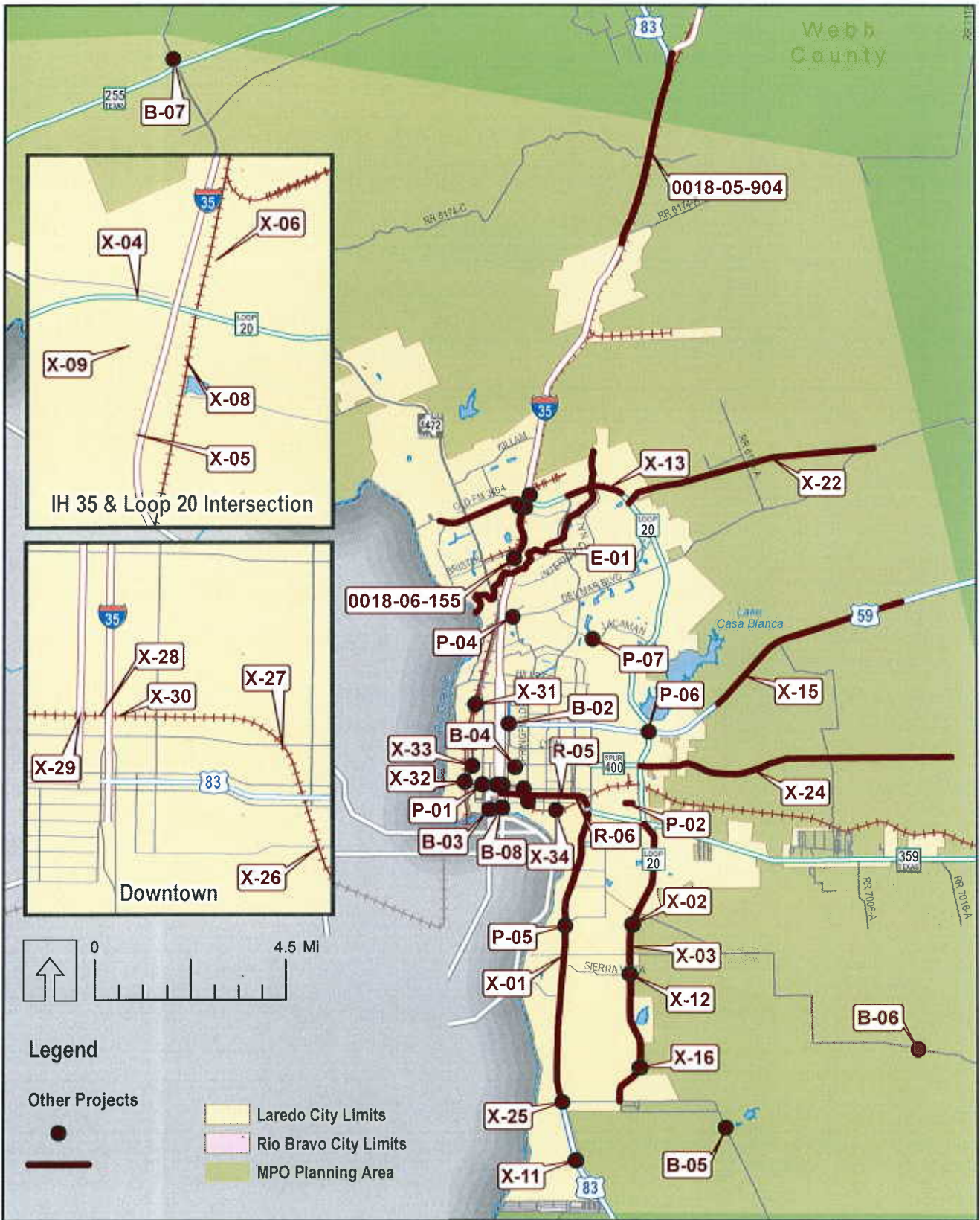


Proposed Outer Loop Alternative Route

Proposed Outer Loop Alternative Route

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





Vanessa Guerra

Subject: FW: Lareo MTP - Project Evaluation Criteria due October 1st
Attachments: Laredo 2015 - 2040 MTP Project_Evaluation_Scoring_Sheet for TAC_UPDATED.xlsx; Laredo MTP Project Evaluation Criteria Draft_Up09242014.docx; Other Projects Map.pdf; Proposed RMA Projects Map.pdf

From: Vanessa Guerra
Sent: Thursday, October 02, 2014 4:43 PM
To: Ana Duncan; Andres Castaneda; Arturo Dominguez; Carlos Rodriguez (carlos.g.rodriguez@txdot.gov); Claudia San Miguel; Danny Magee; Eduardo Alvarez; Eloy Sanchez; Esteban Rangel; Jose L. Flores; Jose Santos; Juan E. Rodriguez; Kirk Fauver (E-mail); Luis Perez Garcia; Mario Maldonado; Marissa Montoya; Martha Palacios; Michael Barron (mbarron@uisd.net); Nathan R. Bratton; Rafael Flores; Rafael Vidaurri (rvidaurri@webbcountytx.gov); Randy Aguilar; Rhonda Tiffin (rhonda@webbcountytx.gov); Robert F. Peña; Robert Martinez; Roberto Murillo; Roberto Rodriguez; Rogelio Rivera; Rosie C. Silva; sara garza
Cc: Narayanasamy, Madhusudhanan; 'Chen, Szu-han'; Angelica Quijano
Subject: FW: Lareo MTP - Project Evaluation Criteria due October 1st

Good afternoon Technical Committee Members,

The MPO wishes to thank those of you who have already submitted your scores, and send a friendly reminder to please submit your 2015-2040 MTP Project Evaluation Scores as soon as possible. As you know, your scores will be compiled with the remaining quantitative projects scores and presented to the Policy Committee this month. It would be very helpful to let us know if and when you will be submitting your scores. 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

From: Vanessa Guerra
Sent: Wednesday, September 24, 2014 4:05 PM
To: Ana Duncan; Andres Castaneda; Arturo Dominguez; Carlos Rodriguez (carlos.g.rodriguez@txdot.gov); Claudia San Miguel; Danny Magee; Eduardo Alvarez; Eloy Sanchez; Esteban Rangel; Jose L. Flores; Juan E. Rodriguez; Kirk Fauver (E-mail); Luis Perez Garcia; Mario Maldonado; Marissa Montoya; Martha Palacios; Michael Barron (mbarron@uisd.net); Nathan R. Bratton; Rafael Flores; Rafael Vidaurri (rvidaurri@webbcountytx.gov); Randy Aguilar; Rhonda Tiffin (rhonda@webbcountytx.gov); Robert F. Peña; Robert Martinez; Roberto Murillo; Roberto Rodriguez; Rogelio Rivera; Rosie C. Silva; sara garza; Thomas C. Blevins
Cc: 'Narayanasamy, Madhusudhanan'; Angelica Quijano
Subject: FW: Lareo MTP - Project Evaluation Criteria

Good afternoon Technical Committee Members,

Attached is the Project Evaluation Form for the 2015-2040 Metropolitan Transportation Plan (MTP) update project. As mentioned previously, the MTP is a 25-year, long-range plan that

serves as the basic framework for all of the Metropolitan Planning Organization's (MPO) transportation planning for the area. The MTP is intended to function as a guide for programming the expenditure of local, state and federal funds to best meet future transportation needs of Laredo.

Enclosed is a listing of the projects being considered for funding, maps of the project locations, and the draft MTP Project Evaluation Criteria. As you know the availability of funding is limited and is insufficient to fund all the projects being considered. In order to prioritize the projects, we have developed project evaluation criteria which includes both qualitative and quantitative scores. The Policy Committee has approved the project scoring process wherein the Technical Committee would provide scores for the qualitative project evaluation elements. As a result, the MPO requests your assistance in providing the qualitative scores for these projects. Please score all the projects for the following four criteria.

Environmental Impacts: 20 Points

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

- Please score the projects on a scale of 10 where 10 provide the most positive impact to the environment.

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

- Please score the projects on a scale of 10 where 10 improves the aesthetics of the community the most.

Public Acceptance: 80 Points

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

- Please score the projects on a scale of 50 where a project scored 50 will have the most community support.

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

- Please score the projects on a scale of 30 where a project scored 30 will be most consistent with local and regional goals.

Please return these scores no later than October 1, 2014. Lastly, please refrain from altering the spreadsheet in any way other than entering your scores.

Thank you very much for your help and do not hesitate to call our offices with any questions.

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