

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
December 21, 2015
12:00 noon**

MEETING AGENDA

- I. CHAIRPERSON TO CALL MEETING TO ORDER
- II. CHAIRPERSON TO CALL ROLL
- III. COMMITTEE AND DIRECTOR'S REPORTS (No action required)
- IV. ITEMS REQUIRING POLICY COMMITTEE ACTION
 - A. Approval of the minutes for the meeting held on November 16, 2015.
 - B. Discussion and possible action to re-schedule the monthly Policy Committee meetings of January 18th, 2016 and February 15th, 2016 to Tuesday, January 19th, and Tuesday, February 16th, 2016 due to the Martin Luther King and President's Day holiday, respectively.
 - C. Receive public testimony and approve the Transportation Alternatives Program (TAP) Project Selection Procedures.
 - D. Discussion with possible action on the proposed allocation of \$4.482 million of FY16 Proposition 1 Category 2 (MPO) funds to project CSJ 2150-04-067 for the widening of pavement to provide additional travel lanes, on FM 1472 (Mines Road) from Killam Industrial Blvd. to 0.3 miles north of Mueller Blvd., with an estimated letting date of August 2016.
 - E. Discussion with possible action on the proposed amendment of the Highway MTP/TIP to program Loop 20/U.S. 59 from International Blvd. to Business U.S. 59 for Engineering, Right-of-Way acquisition, and Construction.
 - F. Discussion with possible action on Hachar Road.

G. Discussion with possible action on Mines Road.

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

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

VI. ADJOURNMENT

THIS NOTICE WAS POSTED AT THE MUNICIPAL GOVERNMENT OFFICES, 1110 HOUSTON STREET, LAREDO, TEXAS, AT A PLACE CONVENIENT AND READILY ACCESSIBLE TO THE PUBLIC AT ALL TIMES. SAID NOTICE WAS POSTED BY DECEMBER 18, 2015, BY 12:00 P.M.

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

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

CITY OF LAREDO REPRESENTATIVES:

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

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable Roberto Balli, City Councilmember, District VIII

COUNTY OF WEBB REPRESENTATIVES:

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

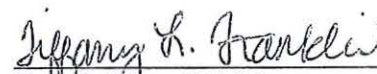
STATE REPRESENTATIVES:

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

**** EX-OFFICIO ****

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


Nathan R. Bratton
MPO Director

FOR: 
Doanh "Zone" T. Nguyen
Interim-City Secretary

Laredo Urban Transportation Study

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



MINUTES OF THE NOVEMBER 16, 2015 MEETING

I. CHAIRPERSON TO CALL MEETING TO ORDER

Mayor Pete Saenz called the meeting to order at 12:05 p.m.

II. CHAIRPERSON TO CALL ROLL

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

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Tano E. Tijerina, Webb County Judge
Honorable Roque Vela, Jr., City Councilmember, District V (joined the meeting at 12:05 p.m.)
Honorable Charlie San Miguel, City Councilmember, District VI (joined the meeting at 12:22 p.m.)
Honorable John Galo, Webb County Commissioner, Pct. 3
Honorable Jaime Canales, Webb County Commissioner, Pct. 4
Melisa Montemayor, TxDOT

Regular members not present:

Honorable Roberto Balli, City Councilmember, District VIII
Pete Alvarez, 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:

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

State: Ana Duncan, TxDOT
Albert Ramirez, TxDOT
Sara Garza, TxDOT

Others: Anthony Garza, Dannenbaum Engineering
Edgar Kraus, Texas Transportation Institute (TTI)
Jing Li, TTI
John Villarreal, International Bank of Commerce (IBC)
Richard Ridings, Howard, Needles, Tammen, & Bergendoff (HNTB, Inc.)
Antonio Rodriguez, HNTB, Inc.
Ruben Soto, Regional Mobility Authority (RMA)
Mike Graham, TxDOT

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

Neither the Committee, nor the MPO Director had any new business to report.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

A. Approval of the minutes for the meeting held on October 19, 2015.

Cm. Galo made a motion to **approve** the minutes of October 19, 2015.

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

Motion carried unanimously

B. Discussion with possible action regarding the roadway improvements to the Guadalupe Street Kansas City Southern (KCS) overpass.

Nathan Bratton, MPO Director, stated a town hall meeting had been held the week prior to discuss the possible roadway improvements to the Guadalupe Street KCS overpass.

Melisa Montemayor, TxDOT, stated representatives from City of Laredo, Traffic Safety, and Engineering Departments were in attendance. She also stated the citizens in attendance expressed their concerns regarding the number of vehicle collisions occurring on or near the overpass. Ms. Montemayor remarked that both the City and TxDOT would work together to develop improvements which would reduce the likelihood of continued vehicle collisions.

Mayor Pete Saenz requested the item be brought back at the next Policy Board meeting. He also requested that a representative from the Kansas City Southern Railroad attend the meeting.

Cm. Vela joined the meeting at this point during the proceedings. (12:09 p.m.)

C. Discussion with possible action to add amendments to the Highway MTP/TIP to program Loop 20/U.S. 59 from International Blvd. to U.S. 59 Business for Engineering, Right-of-Way acquisition, and Construction.

Ms. Montemayor stated TxDOT's special projects office has committed to have reports finished by the end of November and would possibly be able to present at the December Policy Board meeting.

Ruben Soto, Chairman, RMA, stated that the RMA was handling the priority project listed on the RMA's petition which is the Loop 20/I-69 project.

Cm. Vela made a motion to table, time certain till the December Policy Board meeting.

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

Motion carried unanimously

D. Discussion with possible action on Hachar Road.

Judge Tijerina stated the County authorized the Request for Proposals for the Reuthanger section of Hachar Road.

Mr. Bratton stated Coordinated Border Infrastructure (CBI) funds will be used for the Reuthanger section of Hachar Road.

E. Discussion with possible action on Mines Road.

1. Presentation by the Texas Transportation Institute (TTI) on the FM 1472 medium-range improvement strategies with Hachar and Vallecillo Roads and any possible action related thereto.

Edgar Kraus, TTI, gave a brief presentation on the FM 1472 Medium-Range improvement strategies.

Mr. Kraus stated the study area was extended to FM 3338/Las Tiendas.

Supplemental Analysis to Medium-Range Strategies included:

- Locally funded off-system highway strategies
 - Adding Hachar Loop
 - Adding Vallecillo Road
- Possible impacts

- Serve as alternative routes
- Stimulate local developments (new traffic generation).

Recommended Medium-range Strategies include the following proposed improvements:

- Add third Northbound lane between Killam and Muller
- Add third Southbound lane between Muller and Interamerica
- Improve Killam intersection
- Dual Eastbound to Southbound right-turn lanes at Interamerica
- Re-timing signals as needed
- Extend Northbound to Westbound left-turn bay at Trade Center
-975 ft. (storage, decal, and taper)
- Extend Northbound to Westbound left-turn bay at Panamerica
-1133 ft. (storage, decal, and taper)

Summary

- Hachar and Vallecillo will initially provide additional mobility, although will generate new traffic over time
 - Future traffic pattern in the study area will depend on new land developments
 - Need additional evaluation of the intersection connections with FM 1472, e.g., exclusive right-turn lanes, etc.
- Medium term strategies will reduce average vehicle delay significantly.
- Medium term strategies will reduce travel time between Killam and Conway significantly.

Alberto Ramirez, TxDOT stated during the development of a schematic, traffic counts are taken with the percentage of trucks and percentage of vehicles to develop a level of service to simulate existing lane capacity and future needs. A consultant would need to be sought to develop a schematic with the traffic projections that TTI has developed.

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

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

Ruben Soto, RMA Chairman, gave a brief status report on the RMA. He stated the RMA is finalizing an agreement with their financial advisors. He also stated there was an update given on the proposed work authorization by HNTB relating to Loop 20 and the I-69 project. It was decided not to duplicate efforts and costs for said authorization and wait on TxDOT to come up with a financial study. He also stated discussion was made on authorizing an overweight corridor.

Mr. Soto stated they also had a presentation by Pete Sepulveda, Chairman, Cameron County RMA, on the various projects in Cameron County.

Mr. Richard Ridings, HNTB, stated a brief presentation on funding alternatives for Vallecillo Road was given at the RMA's meeting earlier that morning.


VI. ADJOURNMENT

Cm. Vela made a motion to adjourn the meeting at 1:36 p.m.

Second: Cm. Canales
For: 6
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

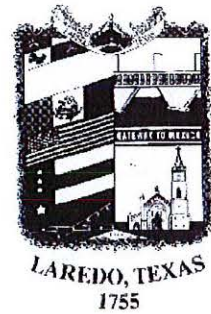
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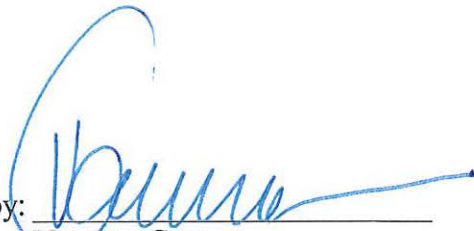
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Prepared by: 

Angie Quijano,
MPO Staff

Reviewed by: 

Vanessa Guerra,
MPO Coordinator

Reviewed by: _____
Nathan R. Bratton,
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Discussion and possible action to re-schedule the monthly Policy Committee meetings of January 18th, 2016 and February 15th, 2016 to Tuesday, January 19th, and Tuesday, February 16th, 2016 due to the Martin Luther King and President's Day holiday, respectively.

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

DATE: 12-21-15	SUBJECT: RESOLUTION Consideration of changes to the Transportation Alternatives Program (TAP) Guidelines, receive public testimony and final approval of the Guidelines.	
INITIATED BY: FHWA and TXDOT		STAFF SOURCE: Nathan Bratton, MPO Director
PREVIOUS ACTION: Policy Committee approved the TAP Guidelines on October 19, 2015.		
<p>BACKGROUND:</p> <p>The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21st Century (MAP-21) (the current transportation funding and authorization bill) and provides funding for programs and projects defined as transportation alternatives. The TAP is similar to the former Transportation Enhancement (TE) and Safe Routes to School (SRTS) programs.</p> <p>The Federally funded TAP offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. The TAP focuses on non-traditional transportation projects. TAP projects must relate to surface transportation and be eligible under one or more of the qualifying categories.</p> <p>General types of projects eligible under TAP for the Laredo MPO planning area include: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, improved safety and access to schools, and boulevards and similar multi-modal roadways. The Laredo Metropolitan Planning Area includes the entire City of Laredo, and portions of Webb County</p> <p>Approximately \$1,255,740 is anticipated to be available to fund TAP projects in the Laredo Metropolitan Planning Area (for fiscal years 2013/2014/2015/2016). The MPO Policy Committee, with assistance of MPO Staff, is responsible for selecting projects for the Laredo MPO Planning Area through a competitive process. The competitive process through which the MPO will select projects for TAP funding with is described in the attached Application Guide: 2015 Call for Projects.</p> <p>In general, the project selection procedures entails an issuance of a call for projects, project submittal, project evaluation based on the selection criteria, selection, and finally project implementation.</p>		
COMMITTEE RECOMMENDATION: The LUTS Technical Committee recommends approval.		STAFF RECOMMENDATION: Staff recommends approval.

**LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM**

	Public Comment	Action Taken
1	Remove mention of TDC credits on the pages that states at the top. "The following list....." (Sara Garza, TxDOT)	The language was included as requested.
2	Under the eligibility entity project sponsor is responsible for any and all costs overruns. - I would include for any administrative cost and all cost overruns. (Sara Garza, TxDOT)	The language was included as requested.
3	Eligible Tap project categories (for the Laredo MPO area)- In the first paragraph 2 nd sentence- However, only the following project categories ARE eligible for application.....include the word are (Sara Garza, TxDOT)	The language was revised as requested.
4	On the page titled Transportation Development Credits for Safety and Access to School Projects- I would not include that page. (Sara Garza, TxDOT)	The language was revised as requested.
5	On the page D. Funding & Match Requirements- I would remove the foot note of TDC. (Sara Garza, TxDOT)	The language was revised as requested.

Transportation Alternatives Program (TAP) Guidelines

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

APPLICATIONS DUE: *(to be determined)*



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

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

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

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

Project proposals should be mailed or hand-delivered to:

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

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

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

Table of Contents

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

A. PROGRAM OVERVIEW (for the Laredo MPO area)

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

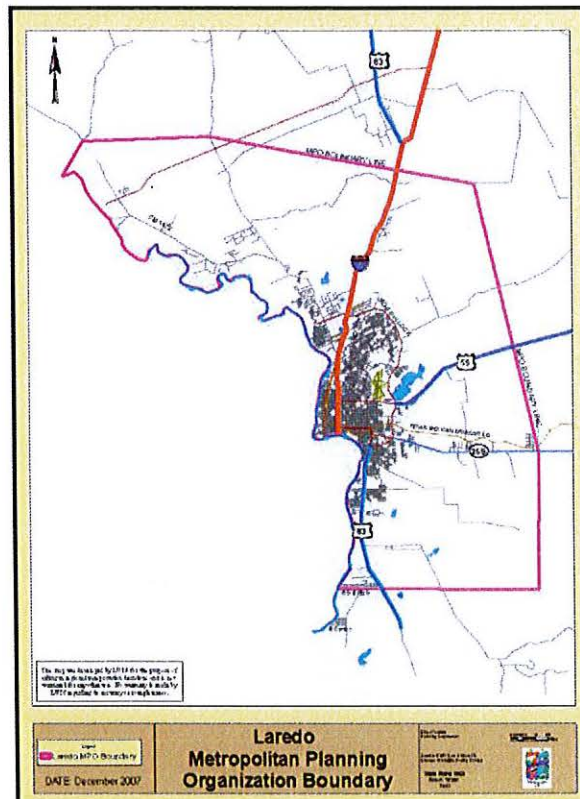
Be aware that the program rules have undergone changes since the 2012/2013 Transportation Enhancement Program Call by the Texas Department of Transportation (TxDOT).

Please study the rules and become familiar with all of the program requirements for the **TAP 2016 Call for Projects for the Laredo MPO Planning Area**. General types of projects eligible under TAP for the Laredo MPO planning area include: on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, improved safety and access to schools, and boulevards and similar multi-modal roadways.

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

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

Laredo Metropolitan Planning Area



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

- **There is no limitation on the number of applications that may be submitted by an eligible entity.** However, entities submitting more than one application must rank the projects by priority. In addition, a separate resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided for each submitted application.
- **Federal guidance states that projects must be principally for transportation rather than purely recreational and must have logical endpoints.** For example, if a project proposes a looped trail system within a city park, this would be considered recreational and would not be considered eligible.
- **Consistent with other Federal-aid highway programs, TAP funds are administered by TxDOT.** After project selection, a determination will be made as to whether the project will be administered by TxDOT or the local entity.
- **The Transportation Alternatives Program is not a grant.** The funds provided are on a cost reimbursement basis. Therefore, it is important to understand that the applicant will need adequate cash flow to accommodate the payment of 100 percent of the project costs. Applicants will be reimbursed with the Federal portion after the work has been accomplished.
- **The local match must be cash.** A resolution of local cash-match commitment from the eligible entity project sponsor (e.g. local government/agency) must be provided with the application. **In certain limited circumstances in-kind contributions non-cash donations may be considered but only after consultation with FHWA and TxDOT. Consultation should occur prior to application submission.**
- **The eligible entity project sponsor is responsible for any and all cost overruns.**—~~At the time of execution of the Advanced Funding Agreement (AFA), the Laredo TxDOT District office may impose a fee to administer the (AFA).~~
- **The Laredo MPO Policy Committee will approve all final projects and funding levels.** Itemized budgets submitted for TAP funding will be reviewed by the Federal Highway Administration (FHWA), TxDOT, and the Laredo MPO to ensure work activities are eligible and itemized costs are reasonable. Based on available funds, project application requests for TAP funds may not be fully funded.
- **Prior to Project Letting.** Applicants must have a fully Advanced Funding Agreement (AFA) with the Laredo TxDOT District and comply with all applicable state and federal requirements related to the development of federal-aid highway projects. The AFA must be executed within one year from the date of selection by the MPO Policy Committee or risk loss of federal funding.
- **Administrative Fee.** TxDOT may impose an administrative fee of up to 15% of the project cost. The fee is an eligible expense covered with awarded funds but for which applicants must account when calculating the availability of funds for construction.
- **Selected projects must be included in the MPO's Transportation Improvement Program and the Statewide Transportation Improvement Program prior to project letting.**

- **Commence Construction.** TAP Projects must advance to construction within three years from the date of selection by the MPO Policy Committee or risk loss of federal funding.
- **All on-system projects must follow TxDOT procedures.**
- **Regardless of whether the projects are located within the right-of-way of a Federal-aid highway, the treatment of projects will require:** project agreements, authorization to proceed prior to incurring costs, prevailing wage rates (Davis-Bacon), Buy America, and competitive bidding.
- **Projects should benefit the general public, and not only a private entity.**
- **Projects must advance to construction within four years from the date of selection or risk the loss of Federal funding.**

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

The Federally funded TAP offers opportunities to expand transportation choices and enhance the transportation experience through several categories of activities related to the surface transportation system. ~~However, only the following project categories are eligible for application in the TAP 2016 Call for Projects for the Laredo MPO area.~~ The TAP categories set forth below are eligible for application in the TAP 2016 Call for Projects for the Laredo MPO area. Please contact Laredo MPO staff in advance of application submission for any questions concerning project eligibility under the TAP and the Call for Projects for the Laredo MPO area.

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

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

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

d. Construction of turnouts, overlooks, and viewing areas.

2. Community Improvement Activities

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

23. Urban Thoroughfares/Boulevards

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

For purposes of the **TAP 2016 Call for Projects for the Laredo MPO area**, this category includes urban thoroughfares/boulevard roadways typically located in urban environments with low traffic speeds and designed with multi-modes of transportation including motor vehicles, bicyclists, pedestrians, and transit. These projects are context sensitive in design and consistent with the recommended practices set forth by the Institute of Transportation Engineers (ITE) ***Designing Walkable Urban Thoroughfares: A Context Sensitive Approach***, often including "walkable" streetscapes with pedestrian and transit user accommodations, on-street parking, and other amenities and design elements suitable for the adjoining land uses.

A boulevard is defined as a:

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

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

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

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

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

The Safety and Access to Schools project category includes the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school. For purposes of the **TAP 2016 Call for Projects for the Laredo MPO Planning Area** this category includes similar “Active Transportation” category projects that improve safety and access to any public or private school including elementary, secondary, and higher education institutions.

a. Infrastructure-related projects.

http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542197

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

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

Some examples of Infrastructure Related projects are:

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

Project Location

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

b. Non-infrastructure-related activities.

http://www.fhwa.dot.gov/environment/safe_routes_to_school/guidance/#toc123542199

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

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

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

Some examples of Non-Infrastructure Related projects are:

- Creation and reproduction of promotional and educational materials.
- Bicycle and pedestrian safety curricula, materials and trainers.
- Training, including SRTS training workshops that target school- and community-level audiences.

- Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- Mailing costs.
- Costs for additional law enforcement or equipment needed for enforcement activities.
- Equipment and training needed for establishing crossing guard programs.

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

Project Location

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

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

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

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

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

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

C. ENTITIES ELIGIBLE TO RECEIVE TAP FUNDS

The Eligible Entities to receive TAP funds are:

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

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

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

Target

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

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

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

Minimum Local Match Requirements

For most TAP projects, including Safe Routes to Schools (SRTS) projects funded with TAP funds, the Federal share is the same as for the general Federal aid highway program: 80 percent Federal/20 percent State.

The Laredo MPO Policy Committee has established the following minimum local match requirements by project category. **The local match must be cash except that in certain limited circumstances in-kind contributions non-cash donations may be considered but only after consultation with FHWA and TxDOT.** Non-cash donations can be used on a project but will not count towards the required local match and should not be included on the budget.

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

E. PROGRAM CALL SEQUENCE OF EVENTS

Nomination Submission to the Laredo MPO

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

Evaluation and Selection Process

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

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

Through this program, the Laredo MPO Policy Committee seeks to prioritize investments in multi-modal transportation projects including facilities for pedestrians, bicyclists, and other non-drivers. Projects submitted under this Call for Projects will be evaluated to identify the projects or programs that represent the best use of available TAP funds by implementing the priorities adopted by the MPO Policy Committee and the transportation needs of local communities and the region. Project evaluations applications submitted for the **TAP 2016 Call for Projects for the Laredo MPO area** will be based on evaluation criteria, scoring points, and other factors as approved by the Laredo MPO Policy Committee and listed on the following page.

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

F. PROJECT IMPLEMENTATION

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

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

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

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

Discussion with possible action on the proposed allocation of \$4.482 million of FY16 Proposition 1 Category 2 (MPO) funds to project CSJ 2150-04-067 for the widening of pavement to provide additional travel lanes, on FM 1472 (Mines Road) from Killam Industrial Blvd. to 0.3 miles north of Mueller Blvd., with an estimated letting date of August 2016.

Discussion with possible action on the proposed amendment of the Highway MTP/TIP to program Loop 20/U.S. 59 from International Blvd. to Business U.S. 59 for Engineering, Right-of-Way acquisition, and Construction.

Laredo Urban Transportation Study Metropolitan Transportation Organization 10 Year UTP Funding Projections

Fiscal Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	
Proposition 1 MPO Only*	\$ 4,482,000.00	\$ 2,379,823.00	\$ 2,379,823.00	\$ 2,379,823.00	\$ 2,475,015.92	\$ 2,574,016.56	\$ 2,676,977.22	\$ 2,784,056.31	\$ 2,895,418.56	\$ 3,011,235.30	\$ 28,038,188.87
Proposition 7 MPO Only**			\$ 9,875,309.00	\$ 9,875,309.00	\$ 11,554,111.53	\$ 11,554,111.53	\$ 11,554,111.53	\$ 11,554,111.53	\$ 11,554,111.53	\$ 11,554,111.53	\$ 89,075,287.18
Category 7 MPO	\$ 3,850,000.00	\$ 3,990,000.00	\$ 4,050,000.00	\$ 4,110,000.00	\$ 4,180,000.00	\$ 4,240,000.00	\$ 4,300,000.00	\$ 4,360,000.00	\$ 4,420,000.00	\$ 4,470,000.00	\$ 41,970,000.00
CBI***	\$ 17,902,055.82										\$ 17,902,055.82
Subtotals	\$ 26,234,055.82	\$ 6,369,823.00	\$ 16,305,132.00	\$ 16,365,132.00	\$ 18,209,127.45	\$ 18,368,128.09	\$ 18,531,088.75	\$ 18,698,167.84	\$ 18,869,530.09	\$ 19,035,346.83	\$ 176,985,531.87
TIP / STIP Years (2015-2018)											
UTP Years (2016-2025)											
Estimated Total Funding Available	\$ 26,234,055.82	\$ 6,369,823.00	\$ 16,305,132.00	\$ 16,365,132.00	\$ 18,209,127.45	\$ 18,368,128.09	\$ 18,531,088.75	\$ 18,698,167.84	\$ 18,869,530.09	\$ 19,035,346.83	\$ 176,985,531.87

Obligated to Loop 20 @ I35 (\$40 mil - current CC estimate)
Obligated to Loop 20 from International to I59 in current MTP in FY 2020
Obligated
Unobligated

Phase I Project Programming

Project	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
I-35 Interchange Facility @ Loop 20 (CSJ: 0086-14-065)	\$ 4,482,000.00									
Loop 20 PS&E from International to I-59	\$ 4,833,207.00									
Hachar Loop PS&E from FM 1472 to I-35 (interim section - 5 lane rural)	\$ 1,500,000.00									
Airport Overpass and Roadway to US-59 ROW		\$ 4,806,663.03								
LP 20 Airport Rdwy to 59 Construction			\$ 19,604,815.69							
Jacaman Overpass ROW				\$ 8,807,487.54						
University Overpass ROW				\$ 3,606,471.79						
LP 20 Airport Overpass Construction				\$ 15,229,570.30						
University Overpass Construction					\$ 15,235,741.22					
Jacaman Overpass Construction						\$ 21,517,350.49				
University to Delmar Road ROW						\$ 1,763,924.83				
Delmar Overpass ROW							\$ 5,003,016.81			
Jacaman to University Roadway ROW							\$ 5,274,323.21			
Delmar Overpass Construction							\$ 23,761,033.25			
Shiloh Overpass ROW								\$ 13,288,291.63		
University to Delmar Road Construction								\$ 5,072,850.34		
Shiloh Overpass Construction									\$ 22,363,364.55	
Unallocated Funds	\$ 15,418,848.82	\$ 16,982,008.79	\$ 13,682,325.10	\$ 2,403,927.47	\$ 5,377,313.69	\$ 464,166.46	\$ 8,717,915.20	\$ 3,655,049.78	\$ 4,163,437.90	\$ 835,420.18

	Design Phase
	ROW Phase
	Construction Phase

Based on estimates, considered to be "reasonably foreseeable" for future I-69 corridor planning,* Updated to reflect the \$600 million FY 2017 estimate provided by TxDOT in November 2015, ** Based on most recent TxDOT literature. All assumptions were based on current revenue estimates in the 2016 UTP and literature from TxDOT regarding Proposition 1 and 7 amounts. These amounts do not include Proposition 1 and/or 7 amounts that the TxDOT Laredo District may receive in addition to the disbursements to the LUTS MPO. This model is based on the assumption that Loop 20 will be a Non-Tolled corridor.*** includes a balance of \$1,174,667.82 from the existing MPO allocation to the Loop 20 Project (CSJ: 0086-14-051).

Laredo Urban Transportation Study Metropolitan Transportation Organization MTP Long Term Funding Projections

Fiscal Year	2026**	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
MPO Funds *	\$ 19,870,767.01	\$ 20,268,182.35	\$ 20,673,546.00	\$ 21,087,016.92	\$ 21,508,757.26	\$ 21,938,932.40	\$ 22,377,711.05	\$ 22,825,265.27	\$ 23,281,770.58	\$ 23,747,405.99	\$ 24,222,354.11	\$ 24,706,801.19	\$ 25,200,937.21	\$ 25,704,955.96	\$ 26,219,055.08	\$ 343,633,458.38
Subtotals	\$ 19,870,767.01	\$ 20,268,182.35	\$ 20,673,546.00	\$ 21,087,016.92	\$ 21,508,757.26	\$ 21,938,932.40	\$ 22,377,711.05	\$ 22,825,265.27	\$ 23,281,770.58	\$ 23,747,405.99	\$ 24,222,354.11	\$ 24,706,801.19	\$ 25,200,937.21	\$ 25,704,955.96	\$ 26,219,055.08	\$ 343,633,458.38
MTP Years (2016-2040)																

Estimated Total Funding Available	\$ 19,870,767.01	\$ 20,268,182.35	\$ 20,673,546.00	\$ 21,087,016.92	\$ 21,508,757.26	\$ 21,938,932.40	\$ 22,377,711.05	\$ 22,825,265.27	\$ 23,281,770.58	\$ 23,747,405.99	\$ 24,222,354.11	\$ 24,706,801.19	\$ 25,200,937.21	\$ 25,704,955.96	\$ 26,219,055.08	\$ 343,633,458.38
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Unobligated

Phase I Project Programming

Project	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Jacaman to University Roadway Construction	\$ 16,145,360.79														
Delmar Road to Shiloh Road ROW	\$ 3,499,993.73														
Delmar Road to Shiloh Road Const		\$ 10,763,573.86													
Airport to Jacaman Rdwy ROW			\$ 8,335,763.96												
Airport to Jacaman Rdwy Construction			\$ 15,290,142.11												
Shiloh Road to Havana ROW				\$ 10,027,904.04											
Shiloh Road to Havana Road Construction					\$ 38,558,625.71										
Unallocated Funds	\$ 225,412.49	\$ 9,730,020.98	\$ 6,777,660.91	\$ 17,836,773.79	\$ 786,905.34	\$ 22,725,837.74	\$ 45,103,548.79	\$ 67,928,814.07	\$ 91,210,584.64	\$ 114,957,990.63	\$ 139,180,344.74	\$ 47,432,638.93	\$ 72,633,576.15	\$ 98,338,532.11	\$ 124,557,587.18

ROW Phase
 Construction Phase

*Due to the Loop 20 corridor having an I-69 designation the outer years of the MTP need only be reasonably foreseeable for programming. Estimates are based on MPO dollars from the 2015-2024 UTP years and assume funding remains at anticipated 2025 levels with a 2% inflation factor.** includes FY 2025 carryover balance

Project		I-35 Interchange Facility @ Loop 20 (CSJ: 0086-14-065)			
		Scheduled letting: August 2016			
ORIGINAL ESTIMATE - 7/20/15 by TxDOT					
ROW	0.00%				\$0.00
Construction Engineering	4.69%				\$1,976,456.00
2016 Construction Cost - TxDOT					\$42,141,921.00
Contingency	2.99%				\$1,260,043.00
Indirect	5.74%				\$2,418,946.00
Total Project Cost					\$47,797,366.00
CURRENT LUTSMPO TIP LISTING - 7/20/15					
Funding by Category	Phase	Total	Federal	State	Local
CBI*	Construction	39,100,000.00	31,280,000.00	7,820,000.00	0.00
11 - District Discretionary	Construction	2,141,921.00	1,713,537.00	428,384.00	0.00
TOTAL PROGRAMMED FUNDS		41,241,921.00			
LATEST ESTIMATE - 10/1/15 - DEC					
Reconciliation					
Letting Year					2016
Preliminary Engineering					
ROW	0.00%				\$0.00
Construction Engineering	4.69%				\$1,976,456.00
2016 Construction Cost**					\$28,996,533.00
Contingency	2.99%				\$1,260,043.00
Indirect	5.74%				\$2,418,946.00
Total Project Cost					\$34,651,978.00
PROPOSED PROGRAMMING - Q4 2016					
Funding by Category	Phase	Total	Federal	State	Local
CBI	Construction	22,372,612.00	17,898,089.60	4,474,522.40	0.00
Proposition 1	Construction	4,482,000.00	0.00	4,482,000.00	0.00
11 - District Discretionary	Construction	2,141,921.00	1,713,537.00	428,384.00	0.00
TOTAL PROGRAMMED FUNDS		28,996,533.00			
CBI FUNDS to Redistribute from I 35 project					\$16,727,388.00
Note: * based on the 9/18/15 LUTS MPO Meeting request to shift \$300,000 for the Hachar Loop Phase II advanced planning costs to Webb County from CBI. ** Based on most recent project cost estimate by DEC and includes an additional \$1.0 million to fund recent ramp changes					

Project						
Loop 20 PS&E from International to I-59 Scheduled letting: March 2016						
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW			\$64,413,840.57			
Construction Cost			\$170,704,077.40			
Construction Engineering						
Contingency						
Indirect						
PS&E*	2.83%		\$4,833,207.00			
Total Project Cost			\$239,951,124.97			
YOE Cost			\$4,833,207.00			
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
CBI	PS&E	4,833,207.00	3,866,565.60	966,641.40	0.00	
TOTAL PROGRAMMED FUNDS		4,833,207.00				
CBI FUNDS to Redistribute			\$11,894,181.00			
<p>* based off of the latest estimate including the design of the Hike and Bike along Loop 20, requires negotiation and approval of fee by TxDOT.</p>						

Project		Hachar Loop PS&E from FM 1472 to I-35 (interim section - 5 lane rural)			
		Scheduled letting: July 2016			
LATEST ESTIMATE - 10/1/15 - DEC					
Preliminary Engineering					
ROW			\$13,538,062.00		
Construction Cost			\$36,317,276.00		
Construction Engineering	4.50%		\$1,634,277.42		
Contingency	6.50%		\$2,360,622.94		
Indirect	6.20%		\$2,251,671.11		
PS&E *	4.13%		\$1,500,000.00		
Total Project Cost			\$57,601,909.47		
YOE Cost					
PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local
CBI	PS&E	1,500,000.00	1,200,000.00	300,000.00	0.00
TOTAL PROGRAMMED FUNDS		1,500,000.00			
CBI FUNDS to Redistribute			\$10,394,181.00		
* based off of the latest construction estimate , requires negotiation and approval of fee by TxDOT. Assumes roadway may be taken on system.					

CBI Cheat Sheet

Currently Allocated to I-35	\$ 40,000,000.00
Committed to Mines Road Study	\$ (600,000.00)
Committed to Phase II Hachar Schematics and Environmental (County)	\$ (300,000.00)
Freed up from LP 20 @ I-35 CC Estimate Update	\$ 16,727,388.00
Remaining on Loop 20 International to I-59 Contract (see AFA)	\$ 1,174,667.82
Total	\$ 17,902,055.82
Used by Loop 20 PS&E	\$ (4,833,207.00)
Used by Hachar PS&E	\$ (1,500,000.00)
Used by Airport Overpass Construction	\$ -
Used by University Overpass Construction	\$ -
Balance	\$ 11,568,848.82

Project		Airport Overpass and Roadway to US-59 ROW			
		Scheduled letting: Jan 2017			
LATEST ESTIMATE - 10/1/15 - DEC					
Preliminary Engineering					
ROW			\$4,806,663.03		
Construction Cost			\$34,390,806.27		
Construction Engineering	4.50%		\$1,547,586.28		
Contingency	6.50%		\$2,235,402.41		
Indirect	6.20%		\$2,132,229.99		
PS&E					
Total Project Cost*			\$45,112,687.98		
YOE Cost			\$4,806,663.03		
PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local
Proposition 1	ROW	2,379,823.00	0.00	2,379,823.00	0.00
Category 7	ROW	2,426,840.03	1,941,472.03	485,368.01	0.00
TOTAL PROGRAMMED FUNDS		4,806,663.03	1,941,472.03	2,865,191.01	0.00
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used					

Project		LP 20 Airport Rdwy to 59 Construction Scheduled letting: May 2018				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$4,806,663.03		
Construction Cost				\$19,604,815.69		
Construction Engineering		4.50%		\$882,216.71		
Contingency		6.50%		\$1,274,313.02		
Indirect		6.20%		\$1,215,498.57		
PS&E						
Total Project Cost*				\$27,783,507.02		
YOE Cost				\$19,604,815.69		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,379,823.00	0.00	2,379,823.00	0.00	
Proposition 7	Construction	9,875,309.00	0.00	9,875,309.00	0.00	
Category 7	Construction	\$7,349,683.69	5,879,746.95	1,469,936.74	0.00	
TOTAL PROGRAMMED FUNDS		19,604,815.69	5,879,746.95	13,725,068.74	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		Jacaman Overpass ROW				
		Scheduled letting: September 2017 - FY 2018				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$8,807,487.54		
Construction Cost				\$19,691,423.83		
Construction Engineering		4.50%		\$886,114.07		
Contingency		6.50%		\$1,279,942.55		
Indirect		6.20%		\$1,220,868.28		
PS&E						
Total Project Cost*				\$31,885,836.27		
YOE Cost				\$8,807,487.54		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Category 7	Construction	2,113,476.28	1,690,781.02	422,695.26	0.00	
CBI	Construction	6,694,011.27	5,355,209.01	1,338,802.25	0.00	
			0.00	0.00	0.00	
TOTAL PROGRAMMED FUNDS		8,807,487.54	7,045,990.03	1,761,497.51	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		University Overpass ROW				
		Scheduled letting: September 2017 - FY 2018				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$3,606,471.79		
Construction Cost				\$14,361,147.35		
Construction Engineering		4.50%		\$646,251.63		
Contingency		6.50%		\$933,474.58		
Indirect		6.20%		\$890,391.14		
PS&E						
Total Project Cost*				\$20,437,736.49		
YOE Cost				\$3,606,471.79		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
CBI	ROW	3,606,471.79	2,885,177.43	721,294.36	0.00	
TOTAL PROGRAMMED FUNDS		3,606,471.79	2,885,177.43	721,294.36	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		LP 20 Airport Overpass Construction				
		Scheduled letting: September 2018 - FY 2019				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$4,806,663.03		
Construction Cost				\$14,785,990.58		
Construction Engineering	4.50%			\$665,369.58		
Contingency	6.50%			\$961,089.39		
Indirect	6.20%			\$916,731.42		
PS&E						
Total Project Cost*				\$22,135,843.99		
YOE Cost				\$15,229,570.30		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,379,823.00	0.00	2,379,823.00	0.00	
Proposition 7	Construction	9,875,309.00	0.00	9,875,309.00	0.00	
Category 7	Construction	1,706,072.53	1,364,858.03	341,214.51	0.00	
CBI	Construction	1,268,365.76	1,014,692.61	253,673.15	0.00	
TOTAL PROGRAMMED FUNDS		15,229,570.30	2,379,550.64	12,850,019.66	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		University Overpass Construction				
		Scheduled letting: September 2019 - FY 2020				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$3,606,471.79		
Construction Cost				\$14,361,147.35		
Construction Engineering	4.50%			\$646,251.63		
Contingency	6.50%			\$933,474.58		
Indirect	6.20%			\$890,391.14		
PS&E						
Total Project Cost*				\$20,437,736.49		
YOE Cost				\$15,235,741.22		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,475,015.92	0.00	2,475,015.92	0.00	
Proposition 7	Construction	11,554,111.53	0.00	11,554,111.53	0.00	
Category 7	Construction	1,206,613.77	965,291.02	241,322.75	0.00	
TOTAL PROGRAMMED FUNDS		15,235,741.22	965,291.02	14,270,450.20	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		Jacaman Overpass Construction				
		Scheduled letting: September 2020 - FY 2021				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW			\$8,807,487.54			
Construction Cost			\$19,691,423.83			
Construction Engineering	4.50%		\$886,114.07			
Contingency	6.50%		\$1,279,942.55			
Indirect	6.20%		\$1,220,868.28			
PS&E						
Total Project Cost*			\$31,885,836.27			
YOE Cost			\$21,517,350.49			
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,574,016.56	0.00	2,574,016.56	0.00	
Proposition 7	Construction	11,554,111.53	0.00	11,554,111.53	0.00	
Category 7	Construction	7,389,222.40	5,911,377.92	1,477,844.48	0.00	
TOTAL PROGRAMMED FUNDS		21,517,350.49	5,911,377.92	15,605,972.57	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		University to Delmar Road ROW				
		Scheduled letting: September 2020 - FY 2021				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$1,763,924.83		
Construction Cost				\$4,248,432.30		
Construction Engineering		4.50%		\$191,179.45		
Contingency		6.50%		\$276,148.10		
Indirect		6.20%		\$263,402.80		
PS&E						
Total Project Cost*				\$6,743,087.48		
YOE Cost				\$1,763,924.83		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Category 7	ROW	1,763,924.83	1,411,139.86	352,784.97	0.00	
TOTAL PROGRAMMED FUNDS		1,763,924.83	1,411,139.86	352,784.97	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		Delmar Overpass ROW			
		Scheduled letting: September 2021 - FY 2022			
LATEST ESTIMATE - 10/1/15 - DEC					
Preliminary Engineering					
ROW			\$5,003,016.81		
Construction Cost			\$20,496,476.01		
Construction Engineering	4.50%		\$922,341.42		
Contingency	6.50%		\$1,332,270.94		
Indirect	6.20%		\$1,270,781.51		
PS&E					
Total Project Cost*			\$29,024,886.69		
YOE Cost			\$5,003,016.81		
PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local
Proposition 7	Construction	5,003,016.81	0.00	5,003,016.81	0.00
TOTAL PROGRAMMED FUNDS		5,003,016.81	0.00	5,003,016.81	0.00
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used					

Project		Jacaman to University Roadway ROW				
		Scheduled letting: September 2021 - FY 2022				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$5,274,323.21		
Construction Cost				\$12,745,296.90		
Construction Engineering		4.50%		\$573,538.36		
Contingency		6.50%		\$828,444.30		
Indirect		6.20%		\$790,208.41		
PS&E						
Total Project Cost*				\$20,211,811.17		
YOE Cost				\$5,274,323.21		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,676,977.22	0.00	2,676,977.22	0.00	
Proposition 7	Construction	2,597,345.99	0.00	2,597,345.99	0.00	
TOTAL PROGRAMMED FUNDS		5,274,323.21	0.00	5,274,323.21	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		Delmar Overpass Construction				
		Scheduled letting: September 2022 - FY 2023				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$5,003,016.81		
Construction Cost				\$20,496,476.01		
Construction Engineering		4.50%		\$922,341.42		
Contingency		6.50%		\$1,332,270.94		
Indirect		6.20%		\$1,270,781.51		
PS&E						
Total Project Cost*				\$29,024,886.69		
YOE Cost				\$23,761,033.25		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,784,056.31	0.00	2,784,056.31	0.00	
Proposition 7	Construction	15,507,860.26	0.00	15,507,860.26	0.00	
Category 7	Construction	5,469,116.68	4,375,293.34	1,093,823.34	0.00	
TOTAL PROGRAMMED FUNDS		23,761,033.25	4,375,293.34	19,385,739.91	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		Shiloh Overpass ROW				
		Scheduled letting: September 2023 - FY 2024				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$13,288,291.63		
Construction Cost				\$18,183,461.88		
Construction Engineering		4.50%		\$818,255.78		
Contingency		6.50%		\$1,181,925.02		
Indirect		6.20%		\$1,127,374.64		
PS&E						
Total Project Cost*				\$34,599,308.96		
YOE Cost				\$13,288,291.63		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	2,895,418.56	0.00	2,895,418.56	0.00	
Proposition 7	Construction	10,392,873.07	0.00	10,392,873.07	0.00	
TOTAL PROGRAMMED FUNDS		13,288,291.63	0.00	13,288,291.63	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		University to Delmar Road Construction				
		Scheduled letting: September 2023 - FY 2024				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$1,763,924.83		
Construction Cost				\$4,248,432.30		
Construction Engineering		4.50%		\$191,179.45		
Contingency		6.50%		\$276,148.10		
Indirect		6.20%		\$263,402.80		
PS&E						
Total Project Cost*				\$6,743,087.48		
YOE Cost				\$5,072,850.34		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 7	Construction	1,161,238.46	0.00	1,161,238.46	0.00	
Category 7	Construction	3,911,611.89	3,129,289.51	782,322.38	0.00	
TOTAL PROGRAMMED FUNDS		5,072,850.34	3,129,289.51	1,943,560.84	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		Shiloh Overpass Construction				
		Scheduled letting: September 2024 - FY 2025				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$13,288,291.63		
Construction Cost				\$18,183,461.88		
Construction Engineering		4.50%		\$818,255.78		
Contingency		6.50%		\$1,181,925.02		
Indirect		6.20%		\$1,127,374.64		
PS&E						
Total Project Cost*				\$34,599,308.96		
YOE Cost				\$22,363,364.55		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
Proposition 1	Construction	3,011,235.30	0.00	3,011,235.30	0.00	
Proposition 7	Construction	11,554,111.53	0.00	11,554,111.53	0.00	
Category 7	Construction	7,798,017.72	6,238,414.17	1,559,603.54	0.00	
TOTAL PROGRAMMED FUNDS		22,363,364.55	6,238,414.17	16,124,950.38	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		Jacaman to University Roadway Construction			
		Scheduled letting: FY 2026			
LATEST ESTIMATE - 10/1/15 - DEC					
Preliminary Engineering					
ROW			\$5,274,323.21		
Construction Cost			\$12,745,296.90		
Construction Engineering	4.50%		\$573,538.36		
Contingency	6.50%		\$828,444.30		
Indirect	6.20%		\$790,208.41		
PS&E					
Total Project Cost*			\$20,211,811.17		
YOE Cost			\$16,145,360.79		
PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local
State / Federal MPO Funds	ROW	16,145,360.79	TBD	TBD	TBD
TOTAL PROGRAMMED FUNDS		16,145,360.79	0.00	0.00	0.00
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used					

Project		Delmar Road to Shiloh Road ROW				
		Scheduled letting: FY 2026				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$3,499,993.73		
Construction Cost				\$4,248,432.30		
Construction Engineering		4.50%		\$191,179.45		
Contingency		6.50%		\$276,148.10		
Indirect		6.20%		\$263,402.80		
PS&E						
Total Project Cost*				\$8,479,156.38		
YOE Cost				\$3,499,993.73		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total		Federal	State	Local
State / Federal MPO Funds	ROW		3,499,993.73	TBD	TBD	TBD
TOTAL PROGRAMMED FUNDS			3,499,993.73	0.00	0.00	0.00
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		Delmar Road to Shiloh Road Const				
		Scheduled letting: FY 2027				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$1,763,924.83		
Construction Cost				\$8,496,864.60		
Construction Engineering		4.50%		\$382,358.91		
Contingency		6.50%		\$552,296.20		
Indirect		6.20%		\$526,805.61		
PS&E						
Total Project Cost*				\$11,722,250.14		
YOE Cost				\$10,763,573.86		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
State / Federal MPO Funds	ROW	10,763,573.86	TBD	TBD	TBD	
TOTAL PROGRAMMED FUNDS		10,763,573.86	0.00	0.00	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		Airport to Jacaman Rdwy ROW Scheduled letting: FY 2028			
LATEST ESTIMATE - 10/1/15 - DEC					
Preliminary Engineering					
ROW			\$8,335,763.96		
Construction Cost			\$11,045,923.98		
Construction Engineering	4.50%		\$497,066.58		
Contingency	6.50%		\$717,985.06		
Indirect	6.20%		\$684,847.29		
PS&E					
Total Project Cost*			\$21,281,586.87		
YOE Cost			\$8,335,763.96		
PROPOSED PROGRAMMING					
Funding by Category	Phase	Total	Federal	State	Local
State / Federal MPO Funds	ROW	8,335,763.96	TBD	TBD	TBD
TOTAL PROGRAMMED FUNDS		8,335,763.96	0.00	0.00	0.00
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used					

Project		Airport to Jacaman Rdwy Construction				
		Scheduled letting: FY 2028				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$8,335,763.96		
Construction Cost				\$11,045,923.98		
Construction Engineering		4.50%		\$497,066.58		
Contingency		6.50%		\$717,985.06		
Indirect		6.20%		\$684,847.29		
PS&E						
Total Project Cost*				\$21,281,586.87		
YOE Cost				\$15,290,142.11		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total	Federal	State	Local	
State / Federal MPO Funds	ROW	15,290,142.11	TBD	TBD	TBD	
TOTAL PROGRAMMED FUNDS		15,290,142.11	0.00	0.00	0.00	
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		Shiloh Road to Havana ROW				
		Scheduled letting: FY 2029				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$10,027,904.04		
Construction Cost				\$27,044,244.28		
Construction Engineering		4.50%		\$1,216,990.99		
Contingency		6.50%		\$1,757,875.88		
Indirect		6.20%		\$1,676,743.15		
PS&E						
Total Project Cost*				\$41,723,758.34		
YOE Cost				\$10,027,904.04		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total		Federal	State	Local
State / Federal MPO Funds	ROW		10,027,904.04	TBD	TBD	TBD
TOTAL PROGRAMMED FUNDS			10,027,904.04	0.00	0.00	0.00
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Project		Shiloh Road to Havana Road Construction				
		Scheduled letting: FY 2030				
LATEST ESTIMATE - 10/1/15 - DEC						
Preliminary Engineering						
ROW				\$10,027,904.04		
Construction Cost				\$27,044,244.28		
Construction Engineering		4.50%		\$1,216,990.99		
Contingency		6.50%		\$1,757,875.88		
Indirect		6.20%		\$1,676,743.15		
PS&E						
Total Project Cost*				\$41,723,758.34		
YOE Cost				\$38,558,625.71		
PROPOSED PROGRAMMING						
Funding by Category	Phase	Total		Federal	State	Local
State / Federal MPO Funds	ROW		38,558,625.71	TBD	TBD	TBD
TOTAL PROGRAMMED FUNDS			38,558,625.71	0.00	0.00	0.00
*no escalation was used on lettings within the 2015-2018 TIP years or ROW costs, outside of FY 2018 3% escalation per year was used						

Discussion with possible action on Hachar Road.

Discussion with possible action on Mines Road.

Status report on the Regional Mobility Authority (RMA).