



# **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2019-2022**

Public Meeting Date(s): April 16, 2018; May 21, 2018

Approved by Policy Committee: May 21, 2018

Amended on:

## INTRODUCTION

In 1962, the Federal Aid Highway Act stated, that after July 1, 1965, the Secretary of Commerce shall not approve any program for highway projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing, comprehensive transportation planning process carried on cooperatively by the states and local communities. This directive, resulted in the creation of the Laredo Urban Transportation Study (LUTS), to provide for a continuing, comprehensive, and cooperative transportation planning process for the Laredo Urbanized area as mandated by the Act.

In 1973, the Federal Aid Highway Act, created the Metropolitan Planning Organization (MPO) to be the recipient of special planning funds ("PL" funds) and responsible for Section 112 transportation planning.

In 1979, the Governor of Texas designated the LUTS Steering Committee as the MPO for the Laredo Urbanized Area. A contract between the then State Department of Highways and Public Transportation (SDHPT), the LUTS Steering Committee, and City of Laredo identified the cooperative responsibilities of the State, the MPO and the City. These responsibilities must now conform to 23 U. S. C. 134 on metropolitan transportation planning. The Fixing America's Surface Transportation (FAST) Act, was signed into law by President Obama on December 4, 2015. The authorization of the FAST Act does not represent an abandonment of the programs and planning requirements established under the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Moving Ahead for Progress in 21<sup>st</sup> Century (MAP-21), the previous federal transportation bills. Many of the same programs and metropolitan planning requirements are continued under the FAST Act.

The Laredo urbanized area, as determined by the 2010 Census, has surpassed 200,000 in population, and was designated a Transportation Management Area effective July 18<sup>th</sup>, 2012. It has not been designated as a non-attainment area for purposes of compliance with the Clean Air Act. The MPO, in cooperation with the Texas Department of Transportation (TxDOT) and the local transit operator, has proposed simplified planning procedures authorized by 23 C. F. R. Part 450 Subpart C.

The Transportation Improvement Program (TIP) is designed and developed to conform to the requirements of 23 C. F. R. 450.316(a) as well as the 10 factors of identified in the FAST Act.

### ***Planning Factors***

The ten planning factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility for people and freight.
5. Protect and enhance the environment, promote energy conservation, 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, people, and freight.



7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system, and,
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
10. Enhance travel and tourism.

## **PURPOSE**

Federal law requires that Metropolitan Planning Organizations (MPOs) in cooperation with the State and affected transit operators develop Transportation Improvement Programs (TIPs) for their planning areas. These Transportation Programs then becomes part of the State Transportation Improvement Program (STIP). The Transportation Improvement Program shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation enhancements; Federal Lands Highway program projects; safety projects included in the State's Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities), except those projects that may (but are not required to) be included as identified in 23 CFR Part 450 Subpart C, 450.324(c).

These projects are consistent with the long-range plan of the state. Project selection for projects involving Federal participation is carried out by the MPO in consultation with the State DOT. The program will include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period that is contemplated for completion of the project.

The Texas Department of Transportation (TxDOT), and the Laredo Urban Transportation Study (MPO) have cooperatively developed the 2019-2022 TIP in accordance with the requirements of the FAST Act and is financially constrained.

## **DEFINITION OF AREA**

The boundaries of the Metropolitan Planning Area and the Urbanized area were approved by the MPO on April 8, 2004, (see map).

## **PUBLIC INVOLVEMENT PROCESS**

The Laredo Urban Transportation Study acting in the capacity of the Metropolitan Planning Organization developed in cooperation with the State and FHWA, in conformance with the requirements of 23 CFR 450.316 has an adopted Public Participation Plan. The Laredo MPO's Public Involvement Process (PIP) was adopted on June 9<sup>th</sup>, 1994 and subsequently amended on November 22<sup>nd</sup>, 1996, on July 24<sup>th</sup>, 2003, and on May 15<sup>th</sup>, 2017. After a required 45 day public review and comment period, the Laredo MPO Policy Committee adopted the Public Participation Plan (PPP) which replaced the PIP. The PPP is intended to provide every opportunity for the involvement of citizens in the transportation planning process in conformance with the requirements of 23 CFR 450.316 (a).



## PROJECT SELECTION PROCESS

The Metropolitan Transportation Plan (MTP) is the primary planning tool for selecting major projects to be included in the Unified Transportation Program (UTP) and TIP. On December 15, 2014, the Laredo Urban Study (LUTS), the designated Metropolitan Planning Organization (MPO) for the Laredo urbanized area, adopted the current MTP, including its Project Selection Procedures, at a public meeting held, which was noticed, and whose agenda was posted pursuant to the requirements of the Texas Open Meetings Act. Only projects consistent with a FHWA/FTA approved MTP and/or TIP may be eligible for funds administered by FHWA or FTA. The approved Transportation Improvement Program shall be utilized for programming projects within the metropolitan area in accordance with 23 CFR 450.330 (a) and (c).

## PROGRESS FROM PREVIOUS YEAR

The FY 2017-2020 TIP was adopted on a June 20, 2016. Enclosed is a summary detailing the status of all ongoing projects.

## PERFORMANCE MANAGEMENT

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Monitoring progress towards achieving these national performance goals is achieved through the use of performance measures. Using performance measures, decision makers can apply key information and data to understand the consequences of investment decisions across transportation modes.

The previous transportation funding bill, MAP-21, introduced a streamlined, performance-based, multimodal program. Through performance management, MAP-21 aimed to increase the accountability and transparency of the federal highway programs by improving transportation investment decision-making through performance-based planning and programming. The FAST Act continues the use of performance targets and performance measures at the national, state, and local level that were established with MAP-21. All established performance targets and measures should align with the national goals outlined in MAP-21, which are as follows:

Goal Area	National Goal
<b>Safety</b>	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
<b>Infrastructure Condition</b>	To maintain the highway infrastructure asset system in a state of good repair
<b>Congestion Reduction</b>	To achieve a significant reduction in congestion on the National Highway System
<b>System Reliability</b>	To improve the efficiency of the surface transportation system
<b>Freight Movement and Economic</b>	To improve the national freight network, strengthen the ability of rural communities to access national and international trade



<b>Vitality</b>	markets, and support regional economic development
<b>Environmental Sustainability</b>	To enhance the performance of the transportation system while protecting and enhancing the natural environment
<b>Reduced Project Delivery Delays</b>	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

MPOs are required to set performance targets and measures after the United States Department of Transportation and the State of Texas set national and state targets and measures. The MPO will maintain awareness of the performance measures process at both the federal and state level and will implement performance measures at the MPO level as appropriate. If the process of implementing performance measures requires additions or changes to the MTP and TIP, the documents will be amended in the future.

Currently, the FAST Act requires State DOTs and MPOs to establish performance targets and report on the progress toward achieving these targets for the following performance measures:

#### Safety

The Texas Department of Transportation (TxDOT) has established targets for five safety performance measures based on five-year rolling averages:

<b>Performance Measure</b>	<b>2018 Statewide Target (Expressed as Five-Year 2014-2018 Average)</b>
<b>Total number of traffic related fatalities on all public roads</b>	3,703.8
<b>Rate of traffic related fatalities on all public roads per 100 million VMT</b>	1.432
<b>Total number of traffic related serious injuries on all public roads</b>	17,565.4
<b>Rate of traffic related serious injuries on all public roads per 100 million VMT</b>	6.740
<b>Total number of non-motorized fatalities and serious injuries on all public roads</b>	2,150.6



Using a data-driven, collaborative process, these safety performance targets were developed as part of the Texas Strategic Highway Safety Plan 2017-2022. The performance targets align with the Texas Highway Safety Improvement Program and Highway Safety Plan. The safety performance targets are a 2% reduction from the safety projections for 2022.

The MPO adopts TxDOT's safety performance targets within the metropolitan planning area boundary. The MPO supports the planning and programming of projects that contribute to the achievement of these targets.

For project selection, safety is one criterion where technical points are awarded based on the crash rate. Many projects adopted in the FY 2019-2022 TIP support achieving the targets established for safety. The MPO will monitor the established targets and report measurements to the Policy Committee.

#### Transit State of Good Repair

MAP-21 and later the FAST Act mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. Under the Transit Asset Management (TAM) Final Rule, the FTA established four performance measures to approximate the State of Good Repair for four categories of capital assets. El Metro has adopted targets for three of the applicable transit asset management performance measures. These performance measures and targets will assist El Metro to quantify the condition of their assets and help facilitate target setting that supports local funding prioritization.

<b>Asset Category</b>	<b>FTA established Performance Measure</b>	<b>Performance Target</b>
<b>Rolling Stock</b>	% of revenue vehicles exceeding useable life benchmark (ULB)	75% of vehicles should be within their useable life benchmark (ULB)
<b>Equipment</b>	% of non-revenue service vehicles exceeding ULB	75% Equipment should be within their ULB
<b>Facilities</b>	% of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale	75% of facilities rated on a FTA TERM scale of 3.0 or above.
<b>Infrastructure</b>	% of track segments under performance restriction	Not applicable

The MPO Policy Committee adopted the El Metro transit performance measurement targets in 2017. The MPO supports the planning and programming of projects that contribute to the accomplishments of these performance targets. Many transit projects adopted in the FY 2019-2022 TIP support achieving the targets established for the transit state of good repair.

#### **AIR QUALITY ISSUES**

The Laredo metropolitan planning area is considered to be in attainment for ozone and carbon monoxide. The City's transit department is currently in the process of replacing its diesel vehicles with



those which utilize compressed natural gas. Over 50% of all City buses currently operate on compressed natural gas.

### **AMERICANS WITH DISABILITIES ACT (ADA)**

The City Transit Department has created the El Lift Program to address ADA considerations. The Transit Department has also actively pursues the strengthening of this program through their development and participation in the ADA Paratransit Study, sponsored by the MPO, and completed in 2013 which reviewed the program in its entirety with an emphasis on identification of areas for improvement.

### **GLOSSARY**

**CSJ** - Control Section Job Number - This is a TxDOT assigned number for projects entered into the Project Development Program (PDP).

**PROJ ID** - Project Identification Number - This is a number or code assigned by the MPO for local tracking or identification of a project and is intended to relate projects to the Metropolitan Transportation Plan (MTP).

**F. CLASS** - Federal Functional Classification - This identifies the Federal Functional classification of streets and highways according to functional operating characteristics. The Federal Functional Classifications are:

- 1- Interstate
- 2 - Other Freeways and Expressways
- 3 - Other Principal Arterials
- 4 - Minor Arterials
- 5 - Major Collectors
- 6 - Minor Collectors
- 7 - Local Streets

**CATEGORY** - Federal Funding Category - The current major federal funding categories as established by the Intermodal Surface Transportation Equity Act of 1991 (ISTEA) the Transportation Equity Act for the 21st Century (TEA-21 ), the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead For Progress in the 21<sup>st</sup> Century (MAP 21 ), and the FAST Act are:

- 1 - Preventive Maintenance and Rehabilitation
  - 1. Energy Sector Initiative
  - 1. Proposition 1
- 2M or 2U - Metropolitan and Urban Corridor Projects
- 2 MPO - Proposition 1
- 3 - Non-Traditionally Funded Transportation Projects
- 4 - Statewide Connectivity Corridor Projects
- 4. Proposition 1
- 5 - Congestion & Mitigation Air Quality Funds (CMAQ)
- 6 - Structures Replacement & Rehabilitation
  - o Highway Bridge Program, and Federal Railroad Grade Separation Program
- 7 - Metropolitan Mobility and Rehabilitation
- 8 - Safety

- Highway Safety Improvement Program, the High Risk Rural Roads Sub Program, the Safety Bond Program, and the Federal Railway Highway Safety Program
- 9 - Transportation Enhancements
  - Transportation Enhancements Program, The Safety Rest Area Program, and the Transportation Alternatives Program
- 10 - Supplemental Transportation Projects
  - Green Ribbon Landscape Improvement Program, Curb Ramp Program Miscellaneous Landscape Incentive Award Program, Coordinated Border Infrastructure Program, Railroad Rehabilitation and Improvement Projects, Railroad Grade Crossing and Replanking Program and the Railroad Signal Maintenance Program or Earmark
- 11 - District Discretionary
- 11 Proposition 1 (Energy Sector)
- 11 Rider 11b
- 12 - Strategic Priority
  - CMAQ and STP-MM Reconciliation
- FLHP - Federal Land Highway Program
- FT A - Federal Transit Administration Funding

**PHASE** - Project Phase for Federal Funding (E-Preliminary Engineering, R-Right of Way Acquisition & C-Construction)

### **Grouped Statewide Projects**

Under 23 CFR 450.324(i) projects proposed for FHWA and/or FTA funding that are not considered by the State and MPO to be of appropriate scale for individual identification in a given program year **may be grouped by function, geographic area, and work type** by using applicable classifications under 23 CFR 771.1 I 7(c) and (d). In non-attainment and maintenance areas, these classifications must be consistent with the exempt project classifications contained in the U.S. EPA transportation conformity requirements (40 CFR Part 51).

The Laredo MPO is participating by grouping some projects in the Transportation Improvement Program (TIP) that are covered in the Texas Statewide Transportation Improvement Program (STIP). The Texas STIP can be located at <https://www.txdot.gov/inside-txdot/division/transportation-planning/stips.html>

and the Laredo STIP at

<http://ftp.dot.state.tx.us/pub/txdot-info/tpp/stip/2015-2018/highway/laredo.pdf>

Financial accountability for these projects are the responsibility of the STIP, therefore, are not accounted for in the Financial Summary for the Laredo MPO totals. These projects are "exempt" from conformity requirements. These projects do not need policy approval by the Policy Committee for the purpose of revisions. See the following grouped project categories, and the "Definition of Grouped Projects."



## GROUPED PROJECT CSJ'S

Definition of Grouped Projects for use in the STIP

Revised per TxDOT: As of April 16, 2018

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE - Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right-of-way acquisition	Right of Way acquisition for any project that is not added capacity in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, non-added capacity) or drainage improvements associated with rehabilitation
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separation	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/ rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation Systems Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IVHS programs.
5000-00-916	Bicycle and Pedestrian	Construction or rehabilitation of bicycle and pedestrian lanes, paths, and facilities.
5000-00-917	Safety Rest Areas and Truck Weigh Stations	Construction and improvement of rest areas and truck weigh stations.
5000-00-918	Transit Improvements	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, acquisition of third party transit services, and transit marketing and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet (See Note 3)

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

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

Note 3: In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

## MPO Self-Certification

In accordance with 23 Code of Federal Regulations (CFR) part 450.334, the Texas Department of Transportation and the Laredo Urban Transportation Study, the Metropolitan Planning Organization, for the Laredo urbanized area(s) hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 United States Code (U.S.C) 134, 49 U.S.C 503, and 23 CFR 450 subpart C – Metropolitan Transportation Planning and Programming;
- 2) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- 4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU (Public Law 109-59)) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- 8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- 9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- 10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



District  
Texas Department of Transportation

David M. Salazar

District Engineer

05/21/18

Date



Metropolitan Planning Organization  
Policy Board Chairperson

Pete Saenz

Chairperson

05/21/18

Date

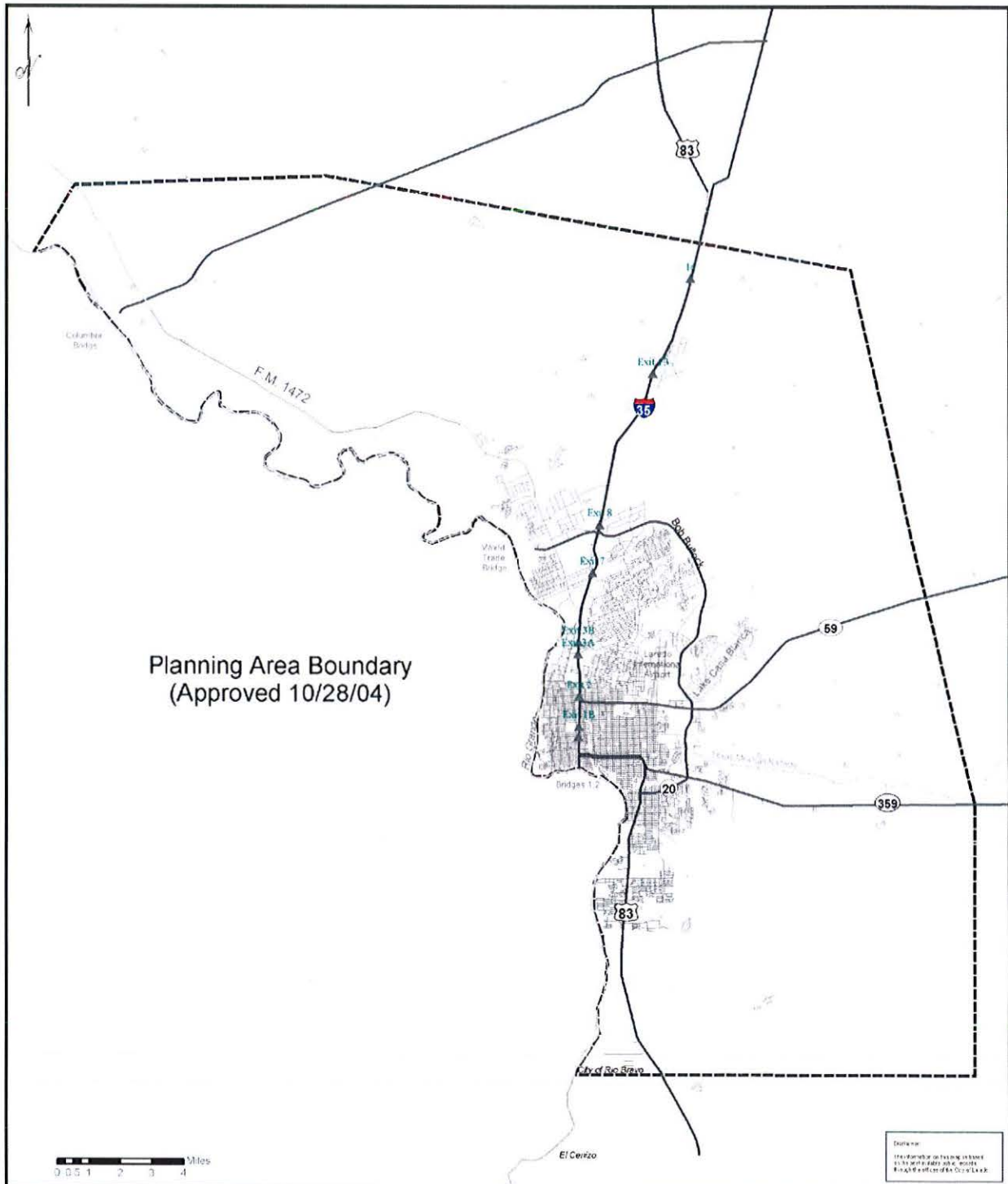


# STATUS OF MAJOR PROJECTS FROM PRIOR YEARS

DISTLET	HWY	CSJ	LIMITS FROM	LIMITS TO	LAYMANS	ESTCSTCOST	PHASE
May-17	FM 1472	2150-03-025	7.854 MI N OF FM 1472/SH 255 INT	2.00 MILES NORTH	CONSTRUCTION AND REHABILITATION OF AN EXISTING	2,940,497	UNDER CONSTRUCTION
Aug-15	SL 20	0086-14-061	SH 359	SPUR 400	WIDEN EXISTING BRIDGE	25,541,056	UNDER CONSTRUCTION
Jul-17	SL 20	0086-14-065	0.330 MILES WEST OF IH 35	0.160 MILES WEST OF MCPHERSON	CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH	25,596,044	UNDER CONSTRUCTION



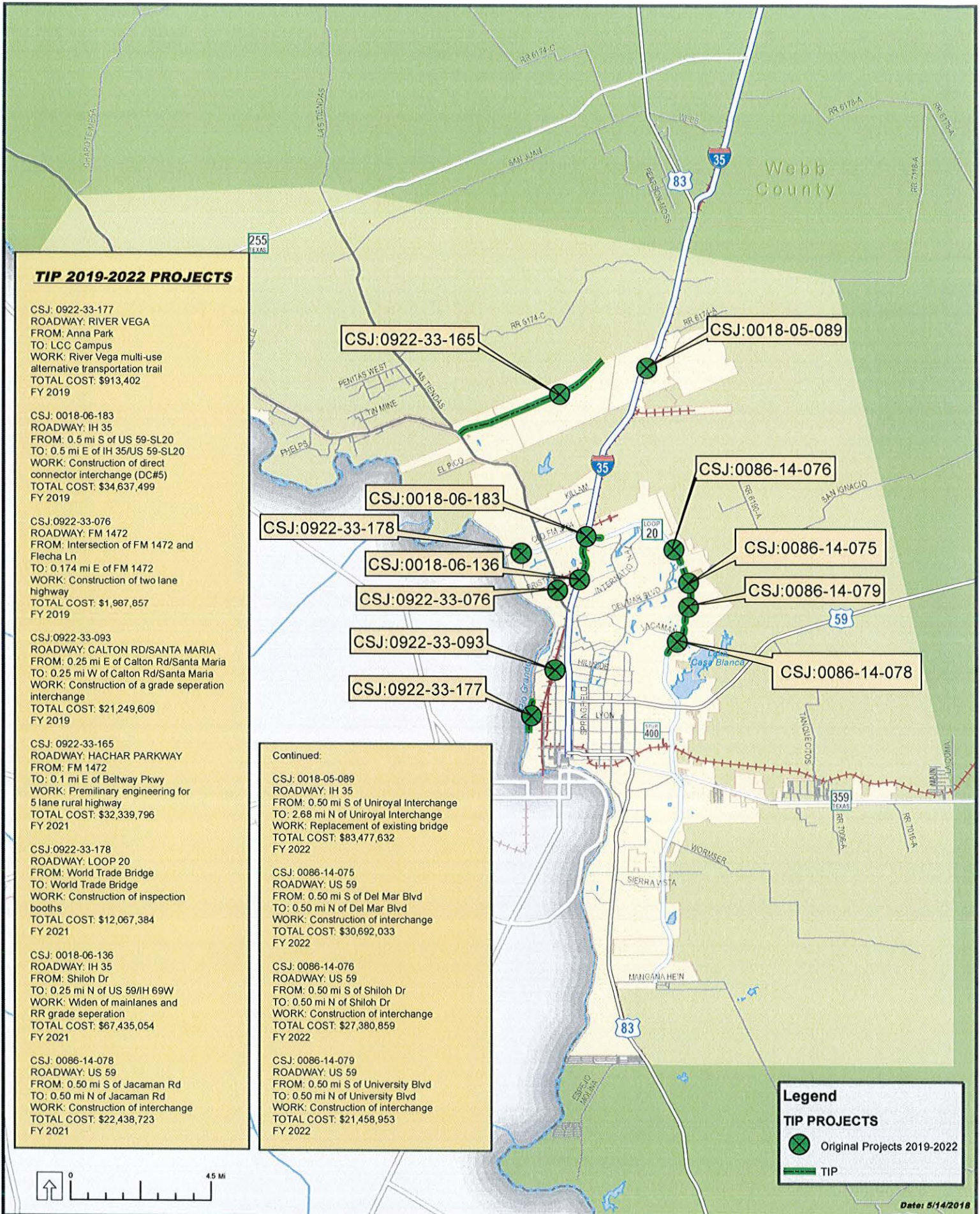
# Laredo Metropolitan Planning Organization





# 2019-2022 TIP

## LOCATIONS OF PROJECTS







FEDERAL HIGHWAY  
**NON-GROUPED**  
PROJECTS  
AND  
FINANCIAL SUMMARY



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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
22 - LAREDO	WEBB	0922-33-177	CS	C,E			\$ 913,402	
LIMITS FROM ANNA PARK						REVISION DATE: 07/2018		
LIMITS TO: LCC CAMPUS						MPO PROJ NUM:		
PROJECT RIVER VEGA MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL						FUNDING CAT(S): 9,LC		
DESCR:								
REMARKS						PROJECT HISTORY:		
P7:								
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG:	\$ 40,766	COST OF APPROVED PHASES:						
ROW PURCHASE:	\$ 0							
CONST COST:	\$ 831,954							
CONST ENG:	\$ 40,683							
CONTING:	\$ 9,401							
IND COSTS:	\$ 0							
BND FINANCING:	\$ 0	\$ 913,402						
TOTAL PRJ COST: \$ 957,413								
			FEDERAL	STATE	LOCAL	LC	TOTAL	
			9-ENHANCEM TS:	\$ 652,638	\$ 0	\$ 163,160	\$ 0	\$ 815,798
			LOCAL CONTR:	\$ 0	\$ 0	\$ 0	\$ 97,604	\$ 97,604 *
			TOTAL:	\$ 652,638	\$ 0	\$ 163,160	\$ 97,604	\$ 913,402

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0018-06-183	IH 35	C,E			\$ 34,637,499
LIMITS FROM 0.5 MI SOUTH OF US59-SL20						REVISION DATE: 07/2018	
LIMITS TO: 0.50 MI EAST OF IH35 / US59-SL20						MPO PROJ NUM:	
PROJECT CONSTRUCTION OF DIRECT CONNECTOR INTERCHANGE (DC#5)						FUNDING CAT(S): 1,4	
DESCR:							
REMARKS						PROJECT HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG: \$ 1,548,716		COST OF APPROVED PHASES:					
ROW PURCHASE: \$ 0							
CONST COST: \$ 31,606,441							
CONST ENG: \$ 1,482,342							
CONTING: \$ 945,033							
IND COSTS: \$ 0							
BND FINANCING: \$ 0		\$ 34,637,499					
TOTAL PRJ COST: \$ 37,001,661							
			FEDERAL	STATE	LOCAL	LC	TOTAL
1-PRVNT			\$ 4,173,749	\$ 463,750	\$ 0	\$ 0	\$ 4,637,499 *
4-STWIDE CNCT:			\$ 27,000,000	\$ 3,000,000	\$ 0	\$ 0	\$ 30,000,000
TOTAL:			\$ 31,173,749	\$ 3,463,750	\$ 0	\$ 0	\$ 34,637,499

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0922-33-076	CS	C,E			\$ 1,987,857
LIMITS FROM INTERSECTION OF FM 1472 AND FLECHA						REVISION DATE: 07/2018	
LIMITS TO: 0.174 MILES EAST OF FM 1472						MPO PROJ NUM:	
PROJECT NEW LOCATION TWO LANE HIGHWAY						FUNDING CAT(S): 10,LC	
DESCR:							
REMARKS						PROJECT HISTORY: FOR THE REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM1472 & FOR THE PE WORK OF A GRADE SEP AT CALTON RD/SANTA MARIA INT	
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG: \$ 88,711		COST OF APPROVED PHASES: \$ 1,987,857	FEDERAL STATE LOCAL LC TOTAL				
ROW PURCHASE: \$ 1,250,000			10-MISC: \$ 1,098,378 \$ 0 \$ 274,595 \$ 0 \$ 1,372,973				
CONST COST: \$ 1,810,434			LOCAL CONTR: \$ 0 \$ 0 \$ 0 \$ 614,884 \$ 614,884 *				
CONST ENG: \$ 88,711			TOTAL: \$ 1,098,378 \$ 0 \$ 274,595 \$ 614,884 \$ 1,987,857				
CONTING: \$ 22,630							
IND COSTS: \$ 0							
BND FINANCING: \$ 0							
TOTAL PRJ COST: \$ 3,359,337							

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

\* FUNDING NOT FIXED

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
22 - LAREDO	WEBB	0922-33-093	CS	C,E,R			\$ 21,249,609		
LIMITS FROM 0.25 M EAST OF CALTON/SAN MARIA_INT						REVISION DATE: 07/2018			
LIMITS TO: 0.25 M WEST OF CALTON/SAN MARIA INT						MPO PROJ NUM:			
PROJECT CONSTRUCTION OF A GRADE SEPARATION INTERCHANGE						FUNDING CAT(S): 10,LC			
DESCR:									
REMARKS LORI REVIEWED 09/06/2017									
P7:									
PROJECT HISTORY:						CONSTRUCTION OF A GRAD SEP AT CALTON/SAN MARIA INT			
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:	\$ 795,858	COST OF APPROVED PHASES:	\$ 21,249,609	FEDERAL	STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:	\$ 3,450,000			10-MISC:	\$ 11,499,829	\$ 0	\$ 1,647,606	\$ 0	\$ 13,147,435
CONST COST:	\$ 16,242,001			LOCAL CONTR:	\$ 0	\$ 0	\$ 0	\$ 8,102,174	\$ 8,102,174 *
CONST ENG:	\$ 761,750			TOTAL:	\$ 11,499,829	\$ 0	\$ 1,647,606	\$ 8,102,174	\$ 21,249,609
CONTING:	\$ 485,636								
IND COSTS:	\$ 0								
BND FINANCING:	\$ 0								
TOTAL PRJ COST: \$ 22,464,510									

\* FUNDING NOT FIXED



STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2019-2022  
LAREDO METROPOLITAN PLANNING ORGANIZATION  
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST		
22 - LAREDO	WEBB	0922-33-165	CS	C,E			\$ 32,339,796		
LIMITS FROM FM 1472						REVISION DATE: 07/2018			
LIMITS TO: 0.100 MILES E OF BELTWAY PARKWAY						MPO PROJ NUM:			
PROJECT PRELIMINARY ENGINEERING FOR 5 LANE RURAL HIGHWAY						FUNDING CAT(S): 7			
DESCR:									
REMARKS					PROJECT HISTORY:				
P7:									
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG: \$ 1,443,215		COST OF APPROVED PHASES: \$ 32,339,796	FEDERAL		STATE	LOCAL	LC	TOTAL	
ROW PURCHASE: \$ 0			7-METRO		\$ 25,871,837	\$ 0	\$ 6,467,959	\$ 0	\$ 32,339,796 *
CONST COST: \$ 29,453,366			TOTAL:		\$ 25,871,837	\$ 0	\$ 6,467,959	\$ 0	\$ 32,339,796
CONST ENG: \$ 1,443,215									
CONTING: \$ 368,167									
IND COSTS: \$ 0									
BND FINANCING: \$ 0									
TOTAL PRJ COST: \$ 34,316,117									

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST			
22 - LAREDO	WEBB	0922-33-178	CS	C,E			\$ 12,067,384			
LIMITS FROM WORLD TRADE INTERNATIONAL BRIDGE						REVISION DATE: 07/2018				
LIMITS TO:						MPO PROJ NUM:				
PROJECT CONSTRUCTION OF INSPECTION BOOTHS						FUNDING CAT(S): 10				
DESCR:					PROJECT HISTORY:					
REMARKS										
P7:										
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE					
PRELIM ENG:		\$ 538,575	COST OF APPROVED PHASES:	FEDERAL		STATE	LOCAL	LC	TOTAL	
ROW PURCHASE:		\$ 0		10-MISC:		\$ 9,653,907	\$ 2,413,477	\$ 0	\$ 0	\$ 12,067,384 *
CONST COST:		\$ 10,991,333		TOTAL:		\$ 9,653,907	\$ 2,413,477	\$ 0	\$ 0	\$ 12,067,384
CONST ENG:		\$ 537,476								
CONTING:		\$ 124,202								
IND COSTS:		\$ 0								
BND FINANCING:		\$ 0								
TOTAL PRJ COST:		\$ 12,648,825								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
22 - LAREDO	WEBB	0018-06-136	IH 35	C,E			\$ 67,435,054	
LIMITS FROM SHILOH DRIVE						REVISION DATE: 07/2018		
LIMITS TO: 0.25 MILES N. OF US 59/ IH 69W						MPO PROJ NUM:		
PROJECT WIDEN OF MAINLANES AND RR GRADE SEPARATION						FUNDING CAT(S): 1,2M,4,12		
DESCR:								
REMARKS						PROJECT HISTORY:		
P7:						WIDEN NB AND SB MAINLANES TO 3 LANES EACH DIRECTION		
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE				
PRELIM ENG: \$ 3,015,163		COST OF APPROVED PHASES: \$ 67,435,054						
ROW PURCHASE: \$ 0			FEDERAL	STATE	LOCAL	LC	TOTAL	
CONST COST: \$ 61,533,948			1-PRVNT	\$ 10,748,043	\$ 2,687,011	\$ 0	\$ 0	\$ 13,435,054 *
CONST ENG: \$ 2,885,942			2M-METRO CRDR:	\$ 7,200,000	\$ 1,800,000	\$ 0	\$ 0	\$ 9,000,000
CONTING: \$ 1,839,865			4-STWIDE CNCT:	\$ 21,600,000	\$ 5,400,000	\$ 0	\$ 0	\$ 27,000,000
IND COSTS: \$ 0			12-STRAT PRIOR:	\$ 14,400,000	\$ 3,600,000	\$ 0	\$ 0	\$ 18,000,000
BND FINANCING: \$ 0			TOTAL:	\$ 53,948,043	\$ 13,487,011	\$ 0	\$ 0	\$ 67,435,054
TOTAL PRJ COST: \$ 72,037,793								

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

\* FUNDING NOT FIXED

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM  
TIP FY 2019-2022  
LAREDO METROPOLITAN PLANNING ORGANIZATION  
FY 2021

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOY COST
22 - LAREDO	WEBB	0086-14-078	US 59	C			\$ 22,438,723
LIMITS FROM 0.50 MI S OF JACAMAN						REVISION DATE: 07/2018	
LIMITS TO: 0.50 MI N OF JACAMAN						MPO PROJ NUM:	
PROJECT CONSTRUCTION OF INTERCHANGE						FUNDING CAT(S): 2M,12	
DESCR:							
REMARKS						PROJECT HISTORY:	
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
				FEDERAL	STATE	LOCAL	LC
PRELIM ENG:	\$ 1,099,497	COST OF APPROVED PHASES:	\$ 22,438,723	2M-METRO CRDR:	\$ 4,350,979	\$ 1,087,745	\$ 0
ROW PURCHASE:	\$ 0			12-STRAT PRIOR:	\$ 13,600,000	\$ 3,400,000	\$ 0
CONST COST:	\$ 22,438,723			TOTAL:	\$ 17,950,979	\$ 4,487,745	\$ 0
CONST ENG:	\$ 1,052,376						
CONTING:	\$ 670,918						
IND COSTS:	\$ 0						
BND FINANCING:	\$ 0						
TOTAL PRJ COST:	\$ 26,269,013						

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

\* FUNDING NOT FIXED



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

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST	
22 - LAREDO	WEBB	0018-05-089	IH 35	C,E			\$ 83,477,632	
LIMITS FROM 0.500 MI S OF UNIROYAL INTERCHANGE						REVISION DATE: 07/2018		
LIMITS TO: 2.68 MI N OF UNIROYAL INTERCHANGE						MPO PROJ NUM:		
PROJECT REPLACEMENT OF EXISTING BRIDGE						FUNDING CAT(S): 1,4		
DESCR:					PROJECT HISTORY:			
REMARKS								
P7:								
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG: \$ 3,640,769		COST OF APPROVED PHASES:						
ROW PURCHASE: \$ 0			FEDERAL	STATE	LOCAL	LC	TOTAL	
CONST COST: \$ 74,301,408			1-PRVNT	\$ 16,629,869	\$ 1,847,763	\$ 0	\$ 0	\$ 18,477,632 *
CONST ENG: \$ 5,535,455			4-STWIDE CNCT:	\$ 58,500,000	\$ 6,500,000	\$ 0	\$ 0	\$ 65,000,000
CONTING: \$ 0			TOTAL:	\$ 75,129,869	\$ 8,347,763	\$ 0	\$ 0	\$ 83,477,632
IND COSTS: \$ 0								
BND FINANCING: \$ 0								
TOTAL PRJ COST: \$ 85,253,436								

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0086-14-075	US 59	C,E			\$ 30,692,033
LIMITS FROM 0.50 MI S OF DEL MAR BLVD						REVISION DATE: 07/2018	
LIMITS TO: 0.50 MI N OF DEL MAR BLVD						MPO PROJ NUM:	
PROJECT CONSTRUCTION OF INTERCHANGE						FUNDING CAT(S): 2M	
DESCR:						PROJECT HISTORY:	
REMARKS							
P7:							
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE			
PRELIM ENG: \$ 1,372,306		COST OF APPROVED PHASES:	FEDERAL STATE LOCAL LC TOTAL				
ROW PURCHASE: \$ 0			2M-METRO CRDR: \$ 24,553,627 \$ 6,138,407 \$ 0 \$ 0 \$ 30,692,033 *				
CONST COST: \$ 28,006,235			TOTAL: \$ 24,553,627 \$ 6,138,407 \$ 0 \$ 0 \$ 30,692,033				
CONST ENG: \$ 1,313,492							
CONTING: \$ 837,386							
IND COSTS: \$ 0							
BND FINANCING: \$ 0							
TOTAL PRJ COST: \$ 32,786,900							

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST
22 - LAREDO	WEBB	0086-14-076	US 59	C,E			\$ 27,380,859
LIMITS FROM 0.50 MI S OF SHILOH ROAD						REVISION DATE: 07/2018	
LIMITS TO: 0.50 MI N OF SHILOH ROAD						MPO PROJ NUM:	
PROJECT CONSTRUCTION OF INTERCHANGE						FUNDING CAT(S): 2M	
DESCR:					PROJECT HISTORY:		
REMARKS							
P7:							
TOTAL PROJECT COST INFORMATION					AUTHORIZED FUNDING BY CATEGORY/SHARE		
PRELIM ENG: \$ 1,224,256		COST OF APPROVED PHASES: \$ 27,380,859	FEDERAL STATE LOCAL LC TOTAL				
ROW PURCHASE: \$ 0			2M-METRO CRDR: \$ 21,904,688 \$ 5,476,172 \$ 0 \$ 0 \$ 27,380,859 *				
CONST COST: \$ 24,984,816			TOTAL: \$ 21,904,688 \$ 5,476,172 \$ 0 \$ 0 \$ 27,380,859				
CONST ENG: \$ 1,171,788							
CONTING: \$ 747,046							
IND COSTS: \$ 0							
BND FINANCING: \$ 0							
TOTAL PRJ COST: \$ 29,249,724							

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

\* FUNDING NOT FIXED

DISTRICT	COUNTY	CSJ	HWY	PHASE	CITY	PROJECT SPONSOR	YOE COST				
22 - LAREDO	WEBB	0086-14-079	US 59	C,E			\$ 21,458,953				
LIMITS FROM 0.50 MI S OF UNIVERSITY BLVD						REVISION DATE: 07/2018					
LIMITS TO: 0.50 MI N OF UNIVERSITY BLVD						MPO PROJ NUM:					
PROJECT CONSTRUCTION OF INTERCHANGE						FUNDING CAT(S): 2M					
DESCR:											
REMARKS				PROJECT HISTORY:							
P7:											
TOTAL PROJECT COST INFORMATION				AUTHORIZED FUNDING BY CATEGORY/SHARE							
PRELIM ENG:		\$ 959,475	COST OF APPROVED PHASES:	FEDERAL		STATE		LOCAL		LC	TOTAL
ROW PURCHASE:		\$ 0		2M-METRO CRDR:		\$ 17,167,162	\$ 4,291,791	\$ 0	\$ 0	\$ 21,458,953 *	
CONST COST:		\$ 19,581,123		TOTAL:		\$ 17,167,162	\$ 4,291,791	\$ 0	\$ 0	\$ 21,458,953	
CONST ENG:		\$ 918,355									
CONTING:		\$ 585,476									
IND COSTS:		\$ 0									
BND FINANCING:		\$ 0									
TOTAL PRJ COST:		\$ 22,923,621									

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

\* FUNDING NOT FIXED





MPO / Laredo District - 22  
Initial FY 2019 - 2022 Transportation Improvement Program

## Funding by Category

Category	Description	FY 2019		FY 2020		FY 2021		FY 2022		Total FY 2019 - 2022	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$4,637,499	\$4,637,499	\$0	\$0	\$13,435,054	\$13,435,054	\$18,477,632	\$18,477,632	\$36,550,185	\$36,550,185
2M or 2U	Urban Area (Non-TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$14,438,723	\$14,438,723	\$79,531,845	\$79,531,845	\$93,970,568	\$93,970,568
3	Non-traditionally Funded Transportation Project	\$8,814,662	\$8,814,662	\$0	\$0	\$0	\$0	\$0	\$0	\$8,814,662	\$8,814,662
4	Statewide Connectivity Corridor Projects	\$30,000,000	\$30,000,000	\$0	\$0	\$27,000,000	\$27,000,000	\$65,000,000	\$65,000,000	\$122,000,000	\$122,000,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$0	\$0	\$0	\$0	\$32,339,796	\$32,339,796	\$0	\$0	\$32,339,796	\$32,339,796
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$815,798	\$815,798	\$0	\$0	\$0	\$0	\$0	\$0	\$815,798	\$815,798
10	Supplemental Transportation	\$14,520,408	\$14,520,408	\$0	\$0	\$12,067,384	\$12,067,384	\$0	\$0	\$26,587,792	\$26,587,792
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12	Strategic Priority	\$0	\$0	\$0	\$0	\$35,000,000	\$35,000,000	\$0	\$0	\$35,000,000	\$35,000,000
SBPE	Strategy Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SB 102	Strategy 102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		<b>\$58,788,367</b>	<b>\$58,788,367</b>	<b>\$0</b>	<b>\$0</b>	<b>\$134,280,957</b>	<b>\$134,280,957</b>	<b>\$163,009,477</b>	<b>\$163,009,477</b>	<b>\$356,078,801</b>	<b>\$356,078,801</b>

## Funding Participation Source

Source	FY 2019	FY 2020	FY 2021	FY 2022	Total FY 19-22
Federal	\$44,424,594	\$0	\$107,424,766	\$138,755,346	\$290,604,706
State	\$3,463,750	\$0	\$20,388,233	\$24,254,133	\$48,106,116
Local Match	\$2,085,361	\$0	\$6,467,959	\$0	\$8,553,320
CAT 3 - Local Contributions (LC)	\$8,814,662	\$0	\$0	\$0	\$8,814,662
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 12	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other - Strategy PE Budget	\$0	\$0	\$0	\$0	\$0
Other - Strategy 102 Budget	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$58,788,367</b>	<b>\$0</b>	<b>\$134,280,958</b>	<b>\$163,009,479</b>	<b>\$356,078,804</b>





**TRANSIT  
PROJECTS  
AND  
FINANCIAL SUMMARY**

## FY 2019 TRANSIT PROJECT DESCRIPTIONS

## LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,401,493
		State Funds from TxDOT	576,518
		Other Funds	11,420,702
Apportionment Year	2019	Fiscal Year Cost	\$15,398,713
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,398,713
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5307 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$168,202
		State Funds from TxDOT	0
		Other Funds	42,051
Apportionment Year	2019	Fiscal Year Cost	\$210,253
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$210,253
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5310 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$437,379
		State Funds from TxDOT	0
		Other Funds	77,185
Apportionment Year	2019	Fiscal Year Cost	\$514,564
Project Phase			
Brief Project Description:	This project is for bus and van replacements, and bus facility improvements.	Total Project Cost	\$514,564
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5339 ID Number			
Amendment Date & Action			



## FY 2020 TRANSIT PROJECT DESCRIPTIONS

## LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,401,493
		State Funds from TxDOT	576,518
		Other Funds	11,420,702
Apportionment Year	2020	Fiscal Year Cost	\$15,398,713
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,398,713
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5307 ID Number			

Amendment Date & Action

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$168,202
		State Funds from TxDOT	0
		Other Funds	42,051
Apportionment Year	2020	Fiscal Year Cost	\$210,253
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$210,253
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5310 ID Number			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$437,379
		State Funds from TxDOT	0
		Other Funds	77,185
Apportionment Year	2020	Fiscal Year Cost	\$514,564
Project Phase			
Brief Project Description:	This project is for bus and van replacements, and bus facility improvements.	Total Project Cost	\$514,564
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5339 ID Number			

Amendment Date & Action

## FY 2021 TRANSIT PROJECT DESCRIPTIONS

## LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,401,493
		State Funds from TxDOT	576,518
		Other Funds	11,420,702
Apportionment Year	2021	Fiscal Year Cost	\$15,398,713
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,398,713
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5307 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$168,202
		State Funds from TxDOT	0
		Other Funds	42,051
Apportionment Year	2021	Fiscal Year Cost	\$210,253
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$210,253
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5310 ID Number			
Amendment Date & Action			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$437,379
		State Funds from TxDOT	0
		Other Funds	77,185
Apportionment Year	2021	Fiscal Year Cost	\$514,564
Project Phase			
Brief Project Description:	This project is for bus and van replacements, and bus facility improvements.	Total Project Cost	\$514,564
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5339 ID Number			
Amendment Date & Action			



## FY 2022 TRANSIT PROJECT DESCRIPTIONS

## LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5307
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$3,401,493
		State Funds from TxDOT	576,518
		Other Funds	11,420,702
Apportionment Year	2022	Fiscal Year Cost	\$15,398,713
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,398,713
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5307 ID Number			

Amendment Date & Action

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5310
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$168,202
		State Funds from TxDOT	0
		Other Funds	42,051
Apportionment Year	2022	Fiscal Year Cost	\$210,253
Project Phase			
Brief Project Description:	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	Total Project Cost	\$210,253
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5310 ID Number			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
Project Sponsor	City of Laredo	Federal Funding Category	5339
MPO Project Information (reference number, etc)		Federal (FTA) Funds	\$437,379
		State Funds from TxDOT	0
		Other Funds	77,185
Apportionment Year	2022	Fiscal Year Cost	\$514,564
Project Phase			
Brief Project Description:	This project is for bus and van replacements, and bus facility improvements.	Total Project Cost	\$514,564
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5339 ID Number			

Amendment Date & Action



## Laredo - District Number 22

## FY 2019 - 2022 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Transit Program		FY 2019			FY 2020			FY 2021		
		Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$3,978,011	\$11,420,702	\$15,398,713	\$3,978,011	\$11,420,702	\$15,398,713	\$3,978,011	\$11,420,702	\$15,398,713
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5309 - Fixed Guideway Investment			\$0			\$0			\$0
4	Sec. 5337 - State of Good Repair			\$0			\$0			\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$437,379	\$77,185	\$514,564	\$437,379	\$77,185	\$514,564	\$437,379	\$77,185	\$514,564
6	Sec. 5310-Seniors&People w/Disabilities >200k	\$168,202	\$42,051	\$210,253	\$168,202	\$42,051	\$210,253	\$168,202	\$42,051	\$210,253
7	Sec. 5316 - JARC >200K			\$0			\$0			\$0
8	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
9	Other FTA			\$0			\$0			\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0			\$0			\$0
<b>Total Funds</b>		<b>\$4,583,592</b>	<b>\$11,539,938</b>	<b>\$16,123,530</b>	<b>\$4,583,592</b>	<b>\$11,539,938</b>	<b>\$16,123,530</b>	<b>\$4,583,592</b>	<b>\$11,539,938</b>	<b>\$16,123,530</b>
Transportation Development Credits										
Requested				\$0			\$0			\$0
Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2022			Total		
		Federal	Match	Total	Federal	Match	Total
1	Sec. 5307 - Urbanized Formula >200K	\$3,978,011	\$11,420,702	\$15,398,713	\$15,912,044	\$45,682,808	\$61,594,852
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3	Sec. 5309 - Fixed Guideway Investment			\$0	\$0	\$0	\$0
4	Sec. 5337 - State of Good Repair			\$0	\$0	\$0	\$0
5	Sec. 5339 - Bus & Bus Facilities >200k	\$437,379	\$77,185	\$514,564	\$1,749,516	\$308,740	\$2,058,256
6	Sec. 5310-Seniors&People w/Disabilities >200k	\$168,202	\$42,051	\$210,253	\$672,808	\$168,204	\$841,012
7	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
8	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
9	Other FTA			\$0	\$0	\$0	\$0
10	Regionally Significant or Other (incl FHWA transfers)			\$0	\$0	\$0	\$0
<b>Total Funds</b>		<b>\$4,583,592</b>	<b>\$11,539,938</b>	<b>\$16,123,530</b>	<b>\$18,334,368</b>	<b>\$46,159,752</b>	<b>\$64,494,120</b>
Transportation Development Credits							
Requested				\$0			\$0
Awarded				\$0			\$0



**RESOLUTION NO. MPO 2018-03**

**BY THE LAREDO URBAN TRANSPORTATION STUDY  
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE**

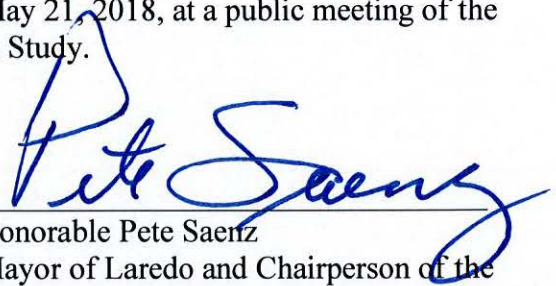
**ADOPTING THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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

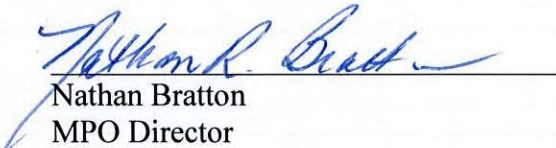
**WHEREAS**, the Laredo Urban Transportation Study finds that the 2019-2022 Transportation Improvement Program (TIP) meets the high priority improvements necessary for the LUTS area;

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

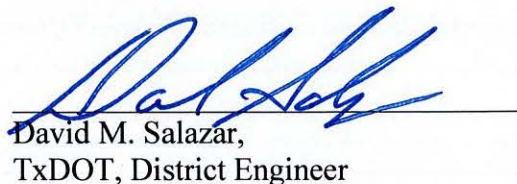
We certify that the above resolution was adopted on May 21, 2018, at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.



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



Nathan Bratton  
MPO Director



David M. Salazar,  
TxDOT, District Engineer