

**LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION  
ACTION ITEM**

<b>DATE:</b>  6-15-20	<b>SUBJECT: RESOLUTION</b> Receive public testimony and approve Resolution No. MPO 2020-06 adopting the proposed 2021-2024 Transportation Improvement Program (TIP). <div style="text-align: right;">TIP 21-24</div>																																	
<b>INITIATED BY:</b> Staff			<b>STAFF SOURCE:</b> J. Kirby Snideman, MPO Director																															
<b>PREVIOUS ACTION:</b> On April 20, 2020 the Policy Committee initiated a 20 day public review and comment period.																																		
<b>BACKGROUND:</b> <p>Fixing America's Surface Transportation Act (FAST Act) requires that Metropolitan Planning Organizations (MPOs) in cooperation with the State and affected transit operators develop Transportation Improvement Programs (TIP) for their planning areas. These Transportation Improvement Programs then become part of the State Transportation Improvement Program (STIP). As a Transportation Management Area (TMA), the Laredo MPO, selects projects funded by 23 U.S.C. and 49 U.S.C., Chapter 53 (excluding projects on the National Highway System (NHS) and projects funded under the Bridge, Interstate Maintenance, and Federal Lands Highway programs) in consultation with the State and public transportation operator(s) from the approved TIP and in accordance with the priorities in the approved TIP. Projects on the NHS and projects funded under the Bridge and Interstate Maintenance programs shall be selected by the State in cooperation with the MPO. The TIP 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.</p> <p>Listed below are the proposed funding levels for the 2021-2024 TIP: (See attached TIP Mobility Projects summary, and mobility and transit projects spreadsheets for individual project details)</p> <table border="1" style="margin: 10px auto; border-collapse: collapse; text-align: center;"><thead><tr><th>TIP YEAR</th><th># OF MOBILITY PROJECTS</th><th>MOBILITY FUNDING</th><th># OF TRANSIT PROJECTS</th><th>TRANSIT FUNDING</th></tr></thead><tbody><tr><td>2021</td><td>5</td><td>\$28,962,004</td><td>3</td><td>\$16,387,979</td></tr><tr><td>2022</td><td>2</td><td>\$49,979,368</td><td>3</td><td>\$16,387,979</td></tr><tr><td>2023</td><td>7</td><td>\$146,950,000</td><td>3</td><td>\$16,387,979</td></tr><tr><td>2024</td><td>6</td><td>\$223,247,414</td><td>3</td><td>\$16,387,979</td></tr><tr><td></td><td>20</td><td>\$449,138,786</td><td>12</td><td>\$65,551,916</td></tr></tbody></table>					TIP YEAR	# OF MOBILITY PROJECTS	MOBILITY FUNDING	# OF TRANSIT PROJECTS	TRANSIT FUNDING	2021	5	\$28,962,004	3	\$16,387,979	2022	2	\$49,979,368	3	\$16,387,979	2023	7	\$146,950,000	3	\$16,387,979	2024	6	\$223,247,414	3	\$16,387,979		20	\$449,138,786	12	\$65,551,916
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<b>COMMITTEE RECOMMENDATION:</b> Approval			<b>STAFF RECOMMENDATION:</b> Approval																															

**RESOLUTION NO. MPO 2020-06**

**BY THE LAREDO WEBB COUNTY AREA  
METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE**

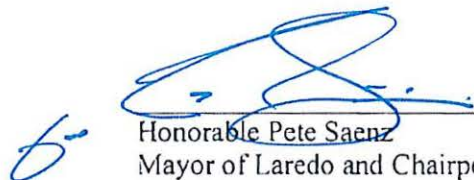
**ADOPTING THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

**WHEREAS**, the Laredo Webb County Area Metropolitan Planning Organization (MPO) has reviewed the proposed 2021-2024 Transportation Improvement Program (TIP); and,

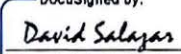
**WHEREAS**, the Laredo Webb County Area Metropolitan Planning Organization (MPO) finds that the 2021-2024 Transportation Improvement Program (TIP) meets the high priority improvements necessary for the LWCA MPO area;

**NOW THEREFORE BE IT RESOLVED**, that the Laredo Webb County Area Metropolitan Planning Organization (MPO) has adopted the 2021-2024 Transportation Improvement Program (TIP), which is attached hereto and made a part hereof for all purpose:

We certify that the above resolution was adopted on June 15<sup>th</sup>, 2020, at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization (MPO).

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

  
J. Kirby Smedeman  
MPO Director

DocuSigned by:  
  
David M. Salazar,  
TxDOT, District Engineer

**Laredo MPO Highway Project Summary List**  
**FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM**  
**PER ACTIONS OF THE POLICY COMMITTEE THRU - 04/2020**

	CSJ	PROJECT NAME	SCOPE	FROM	TO	PROJECT SPONSOR	CATEGORY	YOE COST
FY 2021	0922-33-178	World Trade Bridge Inspection Booths	Construction of 4 Inspection Booths	World Trade Bridge		City	10	\$10,000,000
	0922-33-181	Improvement of 17 Bus Stops	Improve connections, accessibility and security for up to 17 bus stops	various locations		TRANSIT (CITY)	9-TAP	\$225,000
	0922-33-076	FM1472/Flecha Lane	Realign Flecha and Las Cruces Blvd.	Intersection of FM 1472 and Flecha	0.174 miles east of FM 1472	City	10	\$1,800,000
	0922-33-093	Calton and San Maria International	Construction of a grade separation interchange	0.25 m east of Calton/San Maria international	0.25 m west of Calton/San Maria International	City	10	\$16,240,154
	0922-33-177	River Vega Trail	Construct hike & bike trail	Anna Park	LCC Campus	City	9-Tap	\$696,850
FY 2022	0922-33-165	Hachar Road	New location 5 lane highway with 2 lane frontage roads	FM 1472	0.100 miles E of Beltway Parkway	County/City	7, 3LC	\$28,538,700
	0922-33-166	Reuthinger Road	New location 5 lane highway with 2 lane frontage roads	0.1 mile East of Beltway Parkway	IH 35 West Frontage road	County/City	7	\$21,440,668
FY 2023	0086-14-088	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with 3-lane frontage roads	0.36 mi South of University Blvd	0.51 mi South of Shiloh Dr	TxDOT	2U, 10	\$20,000,000
	0086-14-089	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6-lane divided highway to proposed 6-lane freeway facility with 3-lane frontage roads	0.51 mi South of Shiloh	International Blvd.	TxDOT	2U, 10	\$40,500,000
	0086-01-073	SH 359 WIDENING	Widen roadway from 3-lane to 5-lane undivided Highway	4.06 miles E of SL 20	8.935 miles E of SL 20	TxDOT	12	\$18,000,000
	0086-02-023	SH 359 WIDENING	Widen roadway from 2-lane to 4-lane divided highway	8.935 miles e of SL 20	9.830 miles e of SL 20	TxDOT	11	\$6,000,000



FY 2024	0086-14-075	US 59 (LOOP 20) INTERCHANGE AT DEL MAR	Construction of Interchange at del Mar Blvd	0.50 mi South of del Mar Blvd	0.50 mi North of del Mar Blvd	TxDOT	2M	\$24,100,000
	0086-14-076	US 59 (LOOP 20) INTERCHANGE AT SHILOH DR.	Construction of interchange at Shiloh	0.50 mi s of Shiloh Dr	0.50 mi n of Shiloh Dr	TxDOT	2M	\$21,500,000
	0086-14-079	US 59 (LOOP 20) INTERCHANGE AT UNIVERSITY BLVD	Construction of Interchange at University Blvd	0.50 mi s of University Blvd	0.50 mi n of University Blvd	TxDOT	2M	\$16,850,000
	0086-14-087	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6- lane divided highway to proposed 6-lane freeway facility with 3-lane frontage roads at 0.4 mi N. of Airport to University	0.4 mi North of E Corridor Rd (Airport)	0.36 mi South of University Blvd	TxDOT	12	\$30,600,000
	0086-14-086	US 59 (LOOP 20) RECONSTRUCTION	Reconstruction of existing 6- lane divided highway to proposed 6 to 8-lane freeway facility with a section including 3-lane frontage roads.	US 59	0.4 mi North of E Corridor Rd (Airport)	TxDOT	12	\$15,600,000
	0018-06-185	DIRECT CONNECTOR # 3 ON IH 35	New direct connector (#3) South IH35 to East I-69W	0.50 mi East of IH35	0.50 mi North of US59	TxDOT	12	\$35,000,000
	0086-14-078	US 59 (LOOP 20) INTERCHANGE AT JACAMAN RD	Construction of interchange at Jacaman Rd	0.50 mi S of Jacaman Rd	0.50 mi N of Jacaman Rd	TxDOT	12, 2M	\$19,691,424
	0018-05-089	BRIDGE REPLACEMENT AT UNIROYAL DR.	Replacement of bridge structure at Uniroyal Drive	0.500 mi S of Uniroyal interchange	2.68 mi N of Uniroyal interchange	TxDOT	12, 4	\$110,000,000
	0086-14-077	US 59 (LOOP 20) INTERCHANGE AT AIRPORT	Construction of interchange at Airport	0.500 mi South of E Corridor Rd (Airport)	0.50 mi North of E Corridor Rd (Airport)	TxDOT	2M	\$12,355,990
20 projects								\$449,138,786

Note: Shaded areas denote a GROUPED project category

#### Funding Category Types

CAT 1: Preventive Maintenance and Rehabilitation

CAT 2 Metro Corridor Projects

CAT 3 Non Traditionally Funded - includes local funds, proposition 12 or 14, etc

CAT 7: Metro Mobility and Rehabilitation



**CAT 9:** Transportation Enhancement (TE) and Transportation Alternative Program (TAP)

**CAT 10:** Supplemental Projects include CBI and Earmark funds

**CAT 11: District Discretionary**

**CAT 12:** Strategic Priority- addresses project with priority to the State

**Prop 1:** Proposition 1: Effective in 2015 Highway Trust Fund allocation from gas tax revenue

**Prop 7:** Proposition 7 : MPO allocations from formula funds diverted from state general sales, use tax, vehicle sales and rental tax (become available in 2018)

**LAREDO WEBB COUNTY AREA  
METROPOLITAN PLANNING ORGANIZATION**

**TRANSPORTATION IMPROVEMENT  
PROGRAM (TIP)  
FY 2021-2024**

Public Meeting Date(s): April 20, 2020, May 18<sup>th</sup>, 2020

Approved by Policy Committee: May 18, 2020

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), recently renamed as the Laredo Webb County Area Metropolitan Planning Organization (MPO), 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 Organizations (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 become 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 Webb County Area Metropolitan Planning Organization (MPO) have cooperatively developed the current 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 Webb County Area Metropolitan Planning Organization (MPO) developed, in cooperation with the State and FHWA, and in conformance with the requirements of 23 CFR 450.316, its 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 January 20<sup>th</sup>, 2019, the Laredo MPO, 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 2019-2022 TIP was adopted on a May 21<sup>st</sup>, 2018. Enclosed is a summary detailing the status of 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 markets, and support regional economic development

<b>Vitality</b>	
<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 (PM1)**

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>2021 Statewide Target (Expressed as Five-Year 2017-2021 Average)</b>
<b>Total number of traffic related fatalities on all public roads</b>	3,687
<b>Rate of traffic related fatalities on all public roads per 100 million VMT</b>	1.33
<b>Total number of traffic related serious injuries on all public roads</b>	17,151
<b>Rate of traffic related serious injuries on all public roads per 100 million VMT</b>	6.06
<b>Total number of non-motorized fatalities and serious injuries on all public roads</b>	2,316



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 2021-2024 TIP support achieving the targets established for safety. The MPO will monitor the established targets and report measurements to the Policy Committee.

### **Pavement and Bridge Condition (PM2)**

Under the FAST Act, States are required to set targets for Bridge and Pavement Conditions for both Interstate and Non Interstate National Highway System Roadways. The State's Pavement and Bridge Measures (PM2):

- 1) Percentage of Interstate System pavement in good or better condition.
- 2) Percentage of Interstate System pavement in poor condition.
- 3) Percentage of Non-Interstate National Highway pavement in good condition.
- 4) Percentage of Non-Interstate National Highway pavement in poor condition.
- 5) Percentage of Bridge Deck on the National Highway System in good condition.
- 6) Percentage of Bridge Deck on the National Highway System in poor condition.

The Laredo MPO Policy Committee has adopted the States measures and targets. These targets are as follows:

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

Projects selected for inclusion in the TIP are intended to support the achievement of the pavement and bridge condition targets. The MPO Policy Committee supports the planning and programming of projects that contribute to the achievement of these targets.

### **Roadway System Performance (PM3)**

Under the FAST Act, States are required to set targets for roadway system performance, specifically Interstate Reliability, non – Interstate national Highway System Reliability and Truck Travel Time Reliability. The State's System Performance Measures (PM3) are as follows:

1. Percentage of person-miles traveled on the Interstate system rated "reliable" (TTR-IH).
2. Percentage of person-miles traveled on Non-Interstate National Highway System facilities rated "reliable" (TTR Non-IH).
3. Percentage of truck travel time on the Interstate system rated as "reliable" (TTTR). The MPO Policy Board has adopted TxDOT's targets in support of the State meeting its targets.

The Laredo MPO's adopted targets are:

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

The Laredo MPO commits to planning for and programming projects that contribute to the accomplishment of these targets. The Laredo MPO will also monitor all of the established targets and report achievements to the Policy Committee as necessary.

### **Transit State of Good Repair (PM4)**

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.

Asset Category	FTA established Performance Measure	Performance Target
Rolling Stock	% of revenue vehicles exceeding useable life benchmark (ULB)	75% of vehicles should be within their useable life benchmark (ULB)
Equipment	% of non-revenue service vehicles exceeding ULB	75% Equipment should be within their ULB
Facilities	% 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.

**Infrastructure**

% of track segments under  
performance restriction

Not applicable

The MPO Policy Committee adopted El Metro's transit performance measurement targets in 2017. The MPO supports the planning and programming of projects that contribute to the accomplishments of these performance targets. The transit projects adopted in the TIP are intended to 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
        - 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
- FTA - 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 771.117(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 Webb County Area Metropolitan Planning Organization, hereby certifies 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.

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David Salazar  
District Engineer  
Texas Department of Transportation

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Mayor Pete Saenz  
Metropolitan Planning Organization  
Policy Board Chairperson

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6-15-2020

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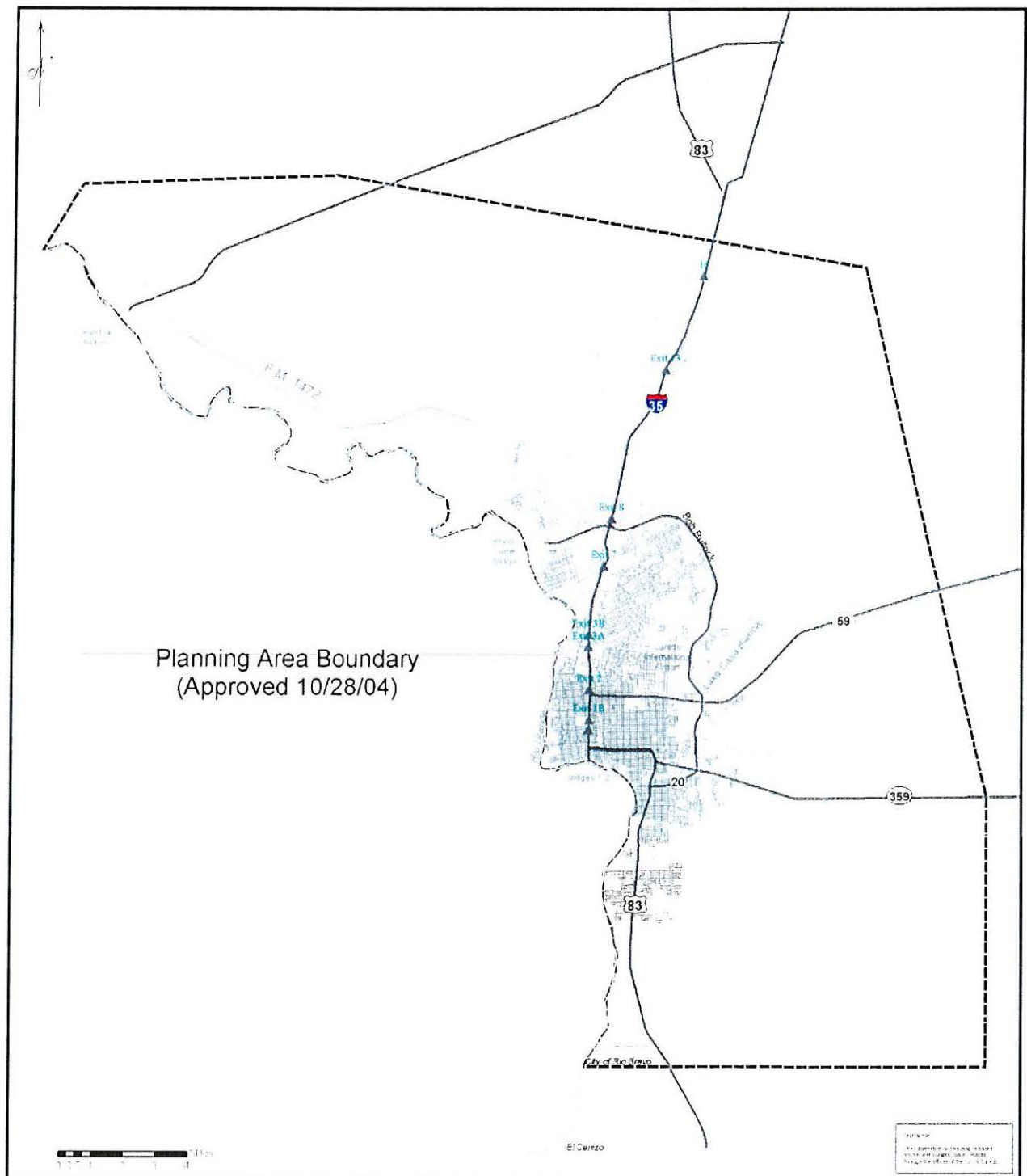
6-15-2020

## LAREDO DISTRICT MPO TIP STATUS OF MAJOR PROJECT FROM PRIOR YEARS FY 17-24

MPO/DISTRICT	FISCAL YEAR	ESTIMATED LET DATE	CONTROL SECTION JOB	COUNTY	HIGHWAY	LIMITS FROM	LIMITS TO	PROJECT DESCRIPTION	LO	PROJECT STAGE
MPO	2017	10/2016	0922-33-158	Webb	Various	AT VARIOUS LOCATIONS ACROSS	THE CITY OF LAREDO	RETIMING OF TRAFFIC SIGNALS CITY WIDE AND ADDING OR UPGRADING COMMUNICATION EQUIPMENT TO INCORPORATE IN TO THE ATMS NETWK	#	Constriction Completed
MPO	2017	07/2017	0086-14-085	Webb	SL 20	0.330 MILES WEST OF IH 35	0.160 MILES WEST OF MCPHERSON	FOR THE CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH35	#	Constriction Completed
MPO	2017	07/2017	0086-14-081	Webb	SL 20	1.400 MILES WEST OF IH 35	0.600 MILES EAST OF MCPHERSON	FOR THE CONSTRUCTION OF AN INTERCHANGE FACILITY OVER IH 35 ITS PORTION	#	Constriction Completed
MPO	2019	10/2018	0922-33-170	Webb	CS	AT ZACATE CREEK		ZACATE CREEK MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL	#	Under Construction
MPO	2020	06/2020	0018-06-136	Webb	IH 35	SHILOH DRIVE	0.38 MILES S. OF US 59/ IH 35 Int	Widen of Interstate to 6 lane and RR grade separation.		PS&E - Development
MPO	2020	06/2020	0018-06-183	Webb	IH 35	0.454 MILE SOUTH OF IH35 / US59-SL20 INT	0.732 MILE EAST OF US59-SL20 / IH35 INT	New direct connector (#5) west I-69W to south IH 35.		PS&E - Development
MPO	2020	06/2020	0018-06-184	Webb	IH 35	0.207 MILE WEST OF US59-SL20 / IH35 INT	0.197 MILE SOUTH OF IH35 / US59-SL20 INT	New direct connector (#8) east I-69W to south IH 35.		PS&E - Development
MPO	2020	06/2020	0018-06-198	Webb	IH 35	0.38 MILES SOUTH OF US59/IH35 INT	0.80 MILES NORTH OF US59/IH35 INT	Widen Interstate to 6 lanes.		PS&E - Development
MPO	2020	08/2020	0086-14-097	Webb	US 59	JACAMAN / BAYSIDE	LAKEVIEW BLVD	INSTALL ADVANCE INTERSECTION WARNING SIGNALS AND SIGNS		PS&E - Development
MPO	2020	08/2020	0086-14-098	Webb	US 59	AT TOWNCENTER		INSTALL ADVANCE INTERSECTION WARNING SIGNALS AND SIGNS		PS&E - Development
MPO	2020	08/2020	0086-14-084	Webb	IH 69W	WORLD TRADE BRIDGE GSA FACILITIES	0.330 MILES WEST OF IH 35	Widen Interstate to 6 lanes.		PS&E - Development
MPO	2020	08/2020	2150-04-076	Webb	FM 1472	BIG BEND BLVD NORTHBOUND	KILLAM INDUSTRIAL BLVD NORTHBOUND	Widening of pavement to provide additional travel lane.		PS&E - Development
MPO	2020	08/2020	2150-04-078	Webb	FM 1472	Killam Industrial Blvd Int	0.187 MI N of Killam Industrial Blvd Int	Intersection Improvements with right and left turn lanes.		PS&E - Development
MPO	2020	06/2020	0922-33-175	Webb	CS	FM 1472	IH 35 WEST FRONTAGE ROAD	PS&E INCLUDING ROW MAPPING ONLY		PS&E - Development
MPO	2021	09/2020	0922-33-177	Webb	CS	ANNA PARK	LCC CAMPUS	RIVER VEGA MULTI-USE ALTERNATIVE TRANSPORTATION TRAIL		PS&E - Development
MPO	2021	09/2020	0922-33-178	Webb	Various	WORLD TRADE INTERNATIONAL BRIDGE		CONSTRUCTION OF INSPECTION BOOTHS		PS&E - Development
MPO	2021	09/2020	0922-33-181	Webb	CS	ADA BUS STOPS AND BICYCLE PLAZAS		IMPROVE CONNECTIONS, ACCESSIBILITY AND SECURITY FOR UP TO 17 BUS STOPS		PS&E - Development
MPO	2021	05/2021	0922-33-076	Webb	CS	INTERSECTION OF FM 1472 AND FLECHA	0.174 MILES EAST OF FM 1472	REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM 1472		PS&E - Development
MPO	2021	05/2021	0922-33-093	Webb	CS	0.25 M EAST OF CALTON/SAN MARIA INT	0.25 M WEST OF CALTON/SAN MARIA INT	Construction of a grade separation interchange over UPRR tracks.		PS&E - Development
MPO	2022	09/2021	0922-33-165	Webb	CS	FM 1472	0.1 MILES E OF BELTWAY PARKWAY	New location 5 lane highway with 2 lane frontage roads.		PS&E - Development
MPO	2022	09/2021	0922-33-166	Webb	CS	0.1 MILE EAST OF BELTWAY PARKWAY	IH 35 WEST FRONTAGE ROAD	New location 5 lane highway with 2 lane frontage roads.		PS&E - Development
MPO	2023	09/2022	0086-14-075	Webb	US 59	0.50 MI S OF DEL MAR BLVD	0.50 MI N OF DEL MAR BLVD	Construction of Interchange at Del Mar Blvd		PS&E - Development
MPO	2023	09/2022	0086-14-076	Webb	US 59	0.50 MI S OF SHILOH DR	0.50 MI N OF SHILOH DR	Construction of Interchange at Shiloh Dr		PS&E - Development
MPO	2023	09/2022	0086-14-079	Webb	US 59	0.50 MI S OF UNIVERSITY BLVD	0.50 MI N OF UNIVERSITY BLVD	Construction of Interchange at University Blvd		PS&E - Development
MPO	2023	09/2022	0086-14-088	Webb	US 59	0.36 MI SOUTH OF UNIVERSITY BLVD	0.51 MI SOUTH OF SHILOH DR	Construction of mainlanes and frontage roads at University Blvd to Shiloh Dr.		PS&E - Development
MPO	2023	09/2022	0086-14-089	Webb	US 59	0.51 MI SOUTH OF SHILOH	INTERNATIONAL BLVD.	Construction of mainlanes and frontage roads at Shiloh Dr to International Blvd		PS&E - Development
MPO	2024	09/2023	0019-05-089	Webb	IH 35	0.500 MI S OF UNIROYAL INTERCHANGE	2.68 MI N OF UNIROYAL INTERCHANGE	Replacement of bridge structure at Uniroyal Drive		PS&E - Development
MPO	2024	08/2024	0019-06-185	Webb	IH 35	0.50 MI EAST OF IH35	0.50 MI NORTH OF US59	New direct connector (#3) southbound IH 35 to eastbound US 59.		PS&E - Development
MPO	2024	09/2024	0086-14-077	Webb	US 59	0.50 MI SOUTH OF E. CORRIDOR RD(AIRPORT)	0.50 MI NORTH OF E. CORRIDOR RD(AIRPORT)	Construction of Interchange at Airport		PS&E - Development
MPO	2024	08/2024	0086-14-086	Webb	US 59	US 59	0.4 MI NORTH OF E. CORRIDOR RD.(AIRPORT)	Construction of mainlanes and frontage roads at US 59 to 0.4 MI N of Airport		PS&E - Development
MPO	2024	08/2024	0086-14-078	Webb	US 59	0.50 MI S OF JACAMAN RD	0.50 MI N OF JACAMAN RD	Construction of Interchange at Jacaman Rd		PS&E - Development
MPO	2024	08/2024	0086-14-087	Webb	US 59	0.4 MI NORTH OF E. CORRIDOR RD.(AIRPORT)	0.36 MI SOUTH OF UNIVERSITY	Construction of mainlanes and frontage roads at 0.4 MI N of Airport to 0.36 MI S of University Blvd		PS&E - Development



# Laredo Metropolitan Planning Organization

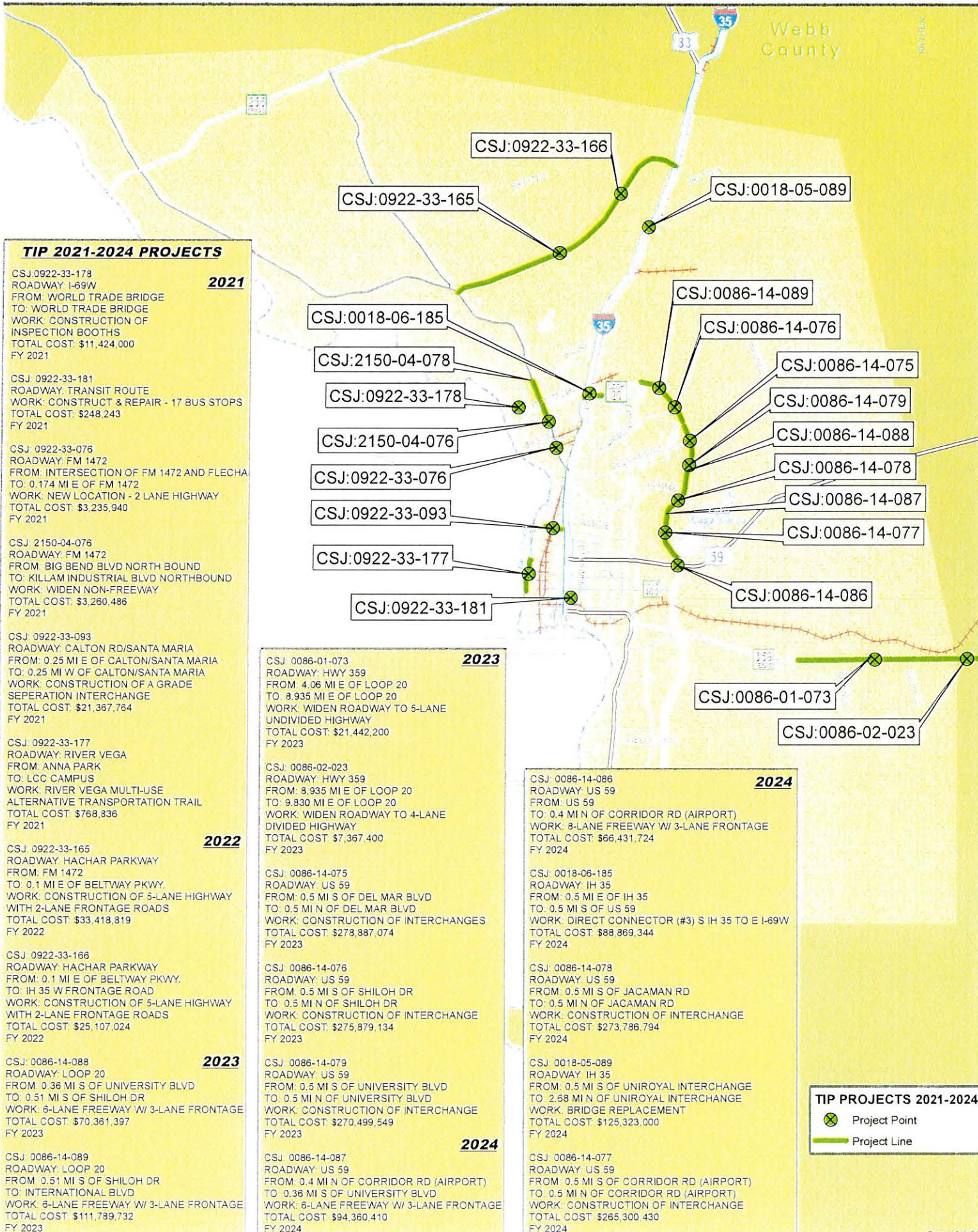


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MAP OF FY 2021-2024  
TIP PROJECTS



# 2021-2024 TIP LOCATIONS OF PROJECTS





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

**CSJ 0922-33-178**

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-178	2021	CS	C	Laredo	\$ 10,000,000.00

Limits From: WORLD TRADE INTERNATIONAL BRIDGE

Limits To: .

Project DESCR: CONSTRUCTION OF INSPECTION BOOTHS

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 10

Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
10	\$ 8,000,000.00	\$ -	\$ -	\$ 2,000,000.00	\$ -	\$ 10,000,000.00
Total						\$ 10,000,000.00

**Total Project Cost Information**

Prelim Eng	\$ 490,000.00
ROW Purcl	\$ -
Const Cost	\$ 10,000,000.00
Const Eng	\$ 401,000.00
Conting	\$ 142,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 391,000.00
Total Cost	\$ 11,424,000.00

**CSJ 0922-33-181**

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-181	2021	CS	C	Laredo	\$ 225,000.00

Limits From: ADA BUS STOPS AND BICYCLE PLAZAS

Limits To: .

Project DESCR: IMPROVE CONNECTIONS, ACCESSIBILITY AND SECURITY FOR UP TO 17 BUS STOPS

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 9TAP

Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
9TAP	\$ 180,000.00	\$ -	\$ -	\$ 45,000.00	\$ -	\$ 225,000.00
Total						\$ 225,000.00

**Total Project Cost Information**

Prelim Eng	\$ 11,025.00
ROW Purcl	\$ -
Const Cost	\$ 225,000.00
Const Eng	\$ 9,023.00
Conting	\$ 3,195.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 248,243.00

## 2021 Update

## CSJ 0922-33-076

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-076	2021	CS	C	Laredo	\$ 1,800,000.00

Limits From: INTERSECTION OF FM 1472 AND FLECHA

Limits To: 0.174 MILES EAST OF FM 1472

Project DESCR: REALIGNMENT OF FLECHA AND LAS CRUCES

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 10

Project History

## Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
10	\$ 1,440,000.00	\$ -	\$ -	\$ 360,000.00	\$ -	\$ 1,800,000.00
Total						\$ 1,800,000.00

## Total Project Cost Information

Prelim Eng	\$ 88,200.00
ROW Purcl	\$ 1,250,000.00
Const Cost	\$ 1,800,000.00
Const Eng	\$ 72,180.00
Conting	\$ 25,560.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 3,235,940.00

## CSJ 0922-33-093

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-093	2021	CS	C	Laredo	\$ 16,240,154.00

Limits From: 0.25 M EAST OF CALTON/SAN MARIA INT

Limits To: 0.25 M WEST OF CALTON/SAN MARIA INT

Project DESCR: CONSTRUCTION OF A GRADE SEPERATION INTERCHANGE

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 10

Project History

## Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
10	\$ 9,047,740.00	\$ -	\$ -	\$ 2,261,935.00	\$ -	\$ 11,309,675.00
10	\$ 4,930,479.00					\$ 4,930,479.00
Total	\$ 13,978,219.00			\$ 2,261,935.00		\$ 16,240,154.00

## Total Project Cost Information

Prelim Eng	\$ 795,768.00
ROW Purcl	\$ 3,450,000.00
Const Cost	\$ 16,240,154.00
Const Eng	\$ 651,231.00
Conting	\$ 230,611.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
Total Cost	\$ 21,367,764.00

**CSJ 0922-33-177**

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-177	2021	CS	C	Laredo	\$ 696,850.00

Limits From: ANA PARK

Limits To: LCC CAMPUS

Project DESCR: CONSTRUCTION OF RIVER VEGA MULTIUSE ALTERNATIVE TRANSPORTATION TRAIL

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 9TAP

Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
9TAP	\$ 557,480.00	\$ -	\$ -	\$ 139,370.00	\$ -	\$ 696,850.00
Total						\$ 696,850.00

**Total Project Cost Information**

Prelim Eng	\$ 34,146.00
ROW Purcl	\$ -
Const Cost	\$ 696,850.00
Const Eng	\$ 27,944.00
Conting	\$ 9,896.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
<b>Total Cost</b>	<b>\$ 768,836.00</b>



**2022Updated****CSJ 0922-33-165**

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-165	2022	CS	C	Laredo	\$ 28,538,700.00

Limits From: FM 1472

Limits To: 0.100 MILES E OF BELTWAY PARKWAY

Project DESCR: NEW LOCATION 5 LANE HIGHWAY WITH 2 LANE FRONTAGE ROADS

Remarks P7: HACHAR ROADWAY - LOCAL

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S)

7, 3 LC

Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
7	\$ 21,437,520.80	\$ 3,805,159.94	\$ -	\$ 1,554,220.26	\$ -	\$ 26,796,901.00
3LC					\$ 1,741,799.00	\$ 1,741,799.00
Total						\$ 28,538,700.00

**Total Project Cost Information**

Prelim Eng	\$ 1,398,397.00
ROW Purch	\$ -
Const Cost	\$ 28,538,700.00
Const Eng	\$ 1,412,666.00
Conting	\$ 285,387.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,783,669.00
Total Cost	\$ 33,418,819.00

**CSJ 0922-33-166**

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-166	2022	CS	C	Laredo	\$ 21,440,668.00

Limits From: 0.1 MILE EAST OF BELTWAY PARKWAY

Limits To: IH 35 WEST FRONTAGE ROAD

Project DESCR: NEW LOCATION 5 LANE HIGHWAY WITH 2 LANE FRONTAGE ROADS

Remarks P7: REUTHINGER ROAD - LOCAL

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S)

7, 10

Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
7	\$ 17,152,534.40		\$ -	\$ 4,288,133.60	\$ -	\$ 21,440,668.00
Total						\$ 21,440,668.00

**Total Project Cost Information**

Prelim Eng	\$ 1,050,593.00
ROW Purch	\$ -
Const Cost	\$ 21,440,668.00
Const Eng	\$ 1,061,314.00
Conting	\$ 214,407.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,340,042.00
Total Cost	\$ 25,107,024.00

**2023 New**  
**CSJ 0086-14-088**

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-088	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 20,000,000.00
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Limits From: 0.36 MI SOUTH OF UNIVERSITY BLVD

Limits To: 0.51 MI SOUTH OF SHILOH DR

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6-LANE FREEWAY FACILITY WITH 3-LANE FRONTAGE ROADS AT UNIVERSITY BLVD TO SHILOH DR

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 2U, 10

Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contribut	Total
2U	\$ 9,200,000.00	\$ 2,300,000.00	\$ -	\$ -	\$ -	\$ 11,500,000.00
10	\$ 6,800,000.00	\$ 1,700,000.00	\$ -	\$ -	\$ -	\$ 8,500,000.00
<b>Total</b>	<b>\$ 16,000,000.00</b>	<b>\$ 4,000,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 20,000,000.00</b>

**Total Project Cost Information**

Prelim Eng	\$ 980,000.00
ROW Purch	\$ 47,215,397.00
Const Cost	\$ 20,000,000.00
Const Eng	\$ 696,000.00
Conting	\$ 24,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,446,000.00
<b>Total Cost</b>	<b>\$ 70,361,397.00</b>

**CSJ 0086-14-089**

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-089	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 40,500,000.00
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Limits From: 0.51 MI SOUTH OF SHILOH

Limits To: INTERNATIONAL BLVD.

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6-LANE FREEWAY FACILITY WITH 3-LANE FRONT

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 2U, 10

Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contribut	Total
2U	\$ 25,200,000.00	\$ 6,300,000.00	\$ -	\$ -	\$ -	\$ 31,500,000.00
10	\$ 7,200,000.00	\$ 1,800,000.00	\$ -	\$ -	\$ -	\$ 9,000,000.00
<b>Total</b>	<b>\$ 32,400,000.00</b>	<b>\$ 8,100,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 40,500,000.00</b>

**Total Project Cost Information**

Prelim Eng	\$ 1,984,500.00
ROW Purch	\$ 64,919,082.00
Const Cost	\$ 40,500,000.00
Const Eng	\$ 1,409,400.00
Conting	\$ 48,600.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 2,928,150.00
<b>Total Cost</b>	<b>\$ 111,789,732.00</b>

**CSJ 0086-01-073**

District Laredo	MPO Laredo	County Webb	CSJ 0086-01-073	TIP FY 2023	HWY SH 359	Phase C	City Laredo	YOE Cost \$ 18,000,000.00
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Limits From: 4.06 MILES E OF SL 20

Limits To: 8.935 MILES E OF SL 20

Project DESCR: WIDEN ROADWAY FROM 3-LANE TO 5-LANE UNDIVIDED HIGHWAY

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 12

Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contribut	Total
12	\$ 14,400,000.00	\$ 3,600,000.00	\$ -	\$ -	\$ -	\$ 18,000,000.00
<b>Total</b>						<b>\$ 18,000,000.00</b>

**Total Project Cost Information**

Prelim Eng	\$ 882,000.00
ROW Purch	\$ 330,000.00
Const Cost	\$ 18,000,000.00
Const Eng	\$ 883,800.00
Conting	\$ 406,800.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 939,600.00
<b>Total Cost</b>	<b>\$ 21,442,200.00</b>

CSJ 0086-02-023

District Laredo	MPO Laredo	County Webb	CSJ 0086-02-023	TIP FY 2023	HWY SH 359	Phase C	City Laredo	YOE Cost \$ 6,000,000.00
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Limits From: 8.935 MILES E OF SL 20  
Limits To: 9.830 MILES E OF SL 20  
Project DESCR: WIDEN ROADWAY FROM 2-LANE TO 4-LANE DIVIDED HIGHWAY  
Remarks P7:

Project Sponsor  
Revision Date  
MPO Proj Num  
Funding Cat(S) 11  
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
11	\$ 4,800,000.00	\$ 1,200,000.00	\$ -	\$ -	\$ -	\$ 6,000,000.00
Total						\$ 6,000,000.00

Total Project Cost Information

Prelim Eng	\$ 294,000.00
ROW Purch	\$ 330,000.00
Const Cost	\$ 6,000,000.00
Const Eng	\$ 294,600.00
Conting	\$ 135,600.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 313,200.00
Total Cost	\$ 7,367,400.00

**2023 Updated**  
CSJ 0086-14-075

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-075	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 24,100,000.00
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Limits From: 0.50 MI S OF DEL MAR BLVD  
Limits To: 0.50 MI N OF DEL MAR BLVD  
Project DESCR: CONSTRUCTION OF INTERCHANGE AT DEL MAR BLVD  
Remarks P7:

Project Sponsor  
Revision Date  
MPO Proj Num  
Funding Cat(S) 2M  
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2M	\$ 19,280,000.00	\$ 4,820,000.00	\$ -	\$ -	\$ -	\$ 24,100,000.00
Total						\$ 24,100,000.00

Total Project Cost Information

Prelim Eng	\$ 1,180,900.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 24,100,000.00
Const Eng	\$ 1,197,770.00
Conting	\$ 602,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 800,120.00
Total Cost	\$ 278,887,074.00

CSJ 0086-14-076

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-076	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 21,500,000.00
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Limits From: 0.50 MI S OF SHILOH DR  
Limits To: 0.50 MI N OF SHILOH DR  
Project DESCR: CONSTRUCTION OF INTERCHANGE AT SHILOH DR  
Remarks P7:

Project Sponsor  
Revision Date  
MPO Proj Num  
Funding Cat(S) 2M  
Project History

Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributic	Total
2M	\$ 17,200,000.00	\$ 4,300,000.00	\$ -	\$ -	\$ -	\$ 21,500,000.00
Total						\$ 21,500,000.00

Total Project Cost Information

Prelim Eng	\$ 1,053,500.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 21,500,000.00
Const Eng	\$ 1,068,550.00
Conting	\$ 537,500.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 713,800.00
Total Cost	\$ 275,879,134.00

# FY 2023

5/29/23  
3:27

## CSJ 0086-14-079

District Laredo	MPO Laredo	County Webb	CSJ 0086-14-079	TIP FY 2023	HWY US 59	Phase C	City Laredo	YOE Cost \$ 16,850,000.00
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Limits From: 0.50 MI S OF UNIVERSITY BLVD

Limits To: 0.50 MI N OF UNIVERSITY BLVD

Project DESCR: CONSTRUCTION OF INTERSHANGH AT UNIVERSITY BLVD

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 2M

Project History

### Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributio	Total
2M	\$ 13,480,000.00	\$ 3,370,000.00	\$ -	\$ -	\$ -	\$ 16,850,000.00
Total						\$ 16,850,000.00

### Total Project Cost Information

Prelim Eng	\$ 825,650.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 16,850,000.00
Const Eng	\$ 837,445.00
Conting	\$ 421,250.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 559,420.00
Total Cost	\$ 270,499,549.00

**2024 New**  
**CSJ 0086-14-087**

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-087	2024	US 59	C	Laredo	\$ 30,600,000.00

Limits From: 0.4 MI NORTH OF E CORRIDOR RD (AIRPORT)

Limits To: 0.36 MI SOUTH OF UNIVERSITY BLVD

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6-LANE FREEWAY FACILITY WITH 3-LANE FRONTAGE ROADS AT 0.4 MI N OF AIRPORT TO UNIVERSITY BLVD

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 12

Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 24,480,000.00	\$ 6,120,000.00	\$ -	\$ -	\$ -	\$ 30,600,000.00
Total						\$ 30,600,000.00

**Total Project Cost Information**

Prelim Eng	\$ 1,499,400.00
ROW Purch	\$ 58,947,030.00
Const Cost	\$ 30,600,000.00
Const Eng	\$ 1,064,880.00
Conting	\$ 36,720.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 2,212,380.00
Total Cost	\$ 94,360,410.00

**CSJ 0086-14-086**

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0086-14-086	2024	US 59	C	Laredo	\$ 15,600,000.00

Limits From: US 59

Limits To: 0.4 MI MORTH OF E CORRIDOR RD (AIRPORT)

Project DESCR: RECONSTRUCTION OF EXISTING 6-LANE DIVIDED HIGHWAY TO PROPOSED 6 TO 8-LANE FREEWAY FACILITY WITH A SECTION INCLUDING 3-LANE FRONTAGE ROADS AT US 59 TO 0.4 MI N OF AIRPORT

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 12

Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 12,480,000.00	\$ 3,120,000.00	\$ -	\$ -	\$ -	\$ 15,600,000.00
Total						\$ 15,600,000.00

**Total Project Cost Information**

Prelim Eng	\$ 764,400.00
ROW Purch	\$ 48,377,844.00
Const Cost	\$ 15,600,000.00
Const Eng	\$ 542,880.00
Conting	\$ 18,720.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,127,880.00
Total Cost	\$ 66,431,724.00

**CSJ 0018-06-185**

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0018-06-185	2024	IH 35	C	Laredo	\$ 35,000,000.00

Limits From: 0.50 MI EAST OF IH35

Limits To: 0.50 MI NORTH OF US59

Project DESCR: NEW DIRECT CONNECTOR (#3) SOUTH IH35 TO EAST I-69W

Remarks P7:

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 12

Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 28,000,000.00	\$ 7,000,000.00	\$ -	\$ -	\$ -	\$ 35,000,000.00
Total						\$ 35,000,000.00

**Total Project Cost Information**

Prelim Eng	\$ 1,715,000.00
ROW Purch	\$ 48,377,844.00
Const Cost	\$ 35,000,000.00
Const Eng	\$ 1,739,500.00
Conting	\$ 875,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,162,000.00
Total Cost	\$ 88,869,344.00

**2024 Updated**  
**CSJ 0086-14-078**District  
LaredoMPO  
LaredoCounty  
WebbCSJ  
0086-14-078TIP FY  
2024HWY  
US 59Phase  
CCity  
LaredoYOE Cost  
\$ 19,691,424.00Limits From: 0.50 MI S OF JACAMAN RD  
Limits To: 0.50 MI N OF JACAMAN RD  
Project DESCR: CONSTRUCTION OF INTERCHANGE AT JACAMAN RD  
Remarks P7:Project Sponsor  
Revision Date  
MPO Proj Num  
Funding Cat(S) 12, 2M  
Project History**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 13,600,000.00	\$ 3,400,000.00	\$ -	\$ -	\$ -	\$ 17,000,000.00
2M	\$ 2,153,139.20	\$ 538,284.80	\$ -	\$ -	\$ -	\$ 2,691,424.00
Total	\$ 15,753,139.20	\$ 3,938,284.80	\$ -	\$ -	\$ -	\$ 19,691,424.00

**Total Project Cost Information**

Prelim Eng	\$ 964,880.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 19,691,424.00
Const Eng	\$ 978,664.00
Conting	\$ 492,286.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 653,756.00
Total Cost	\$ 273,786,794.00

**CSJ 0018-05-089**District  
LaredoMPO  
LaredoCounty  
WebbCSJ  
0018-05-089TIP FY  
2024HWY  
IH 35Phase  
CCity  
LaredoYOE Cost  
\$ 110,000,000.00Limits From: 0.500 MI S OF UNIROYAL INTERCHANGE  
Limits To: 2.68 MI N OF UNIROYAL INTERCHANGE  
Project DESCR: REPLACEMENT OF BRIDGE STRUCTURE AT UNIROYAL DRIVE  
Remarks P7:Project Sponsor  
Revision Date  
MPO Proj Num  
Funding Cat(S) 12, 4  
Project History**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 36,000,000.00	\$ 9,000,000.00	\$ -	\$ -	\$ -	\$ 45,000,000.00
4	\$ 52,000,000.00	\$ 13,000,000.00	\$ -	\$ -	\$ -	\$ 65,000,000.00
Total	\$ 88,000,000.00	\$ 22,000,000.00	\$ -	\$ -	\$ -	\$ 110,000,000.00

**Total Project Cost Information**

Prelim Eng	\$ 5,390,000.00
ROW Purch	\$ -
Const Cost	\$ 110,000,000.00
Const Eng	\$ 6,193,000.00
Conting	\$ 561,000.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 3,179,000.00
Total Cost	\$ 125,323,000.00

**2024Remain**  
**CSJ 0086-14-077**District  
LaredoMPO  
LaredoCounty  
WebbCSJ  
0086-14-077TIP FY  
2024HWY  
US 59Phase  
CCity  
LaredoYOE Cost  
\$ 12,355,990.00Limits From: 0.500 MI SOUTH OF E CORRIDOR RD (AIRPORT)  
Limits To: 0.50 MI NORTH OF E CORRIDOR RD (AIRPORT)  
Project DESCR: CONSTRUCTION OF INTERCHANGE AT AIRPORT  
Remarks P7: HWY CHANGE FROM SL 20 TO US 59Project Sponsor  
Revision Date  
MPO Proj Num  
Funding Cat(S) 2M  
Project History**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
2M	\$ 9,884,792.00	\$ 2,471,198.00	\$ -	\$ -	\$ -	\$ 12,355,990.00
Total	\$ 9,884,792.00	\$ 2,471,198.00	\$ -	\$ -	\$ -	\$ 12,355,990.00

**Total Project Cost Information**

Prelim Eng	\$ 605,444.00
ROW Purch	\$ 251,005,784.00
Const Cost	\$ 12,355,990.00
Const Eng	\$ 614,093.00
Conting	\$ 308,900.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 410,219.00
Total Cost	\$ 265,300,430.00



MPO / Laredo District - 22

Initial FY 2021-2024 Transportation Improvement Program

## Funding by Category

Category	Description	FY 2021		FY 2022		FY 2023		FY 2024		Total FY 2021-2024	
		Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized	Programmed	Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2M or 2U	Urban Area (Non- TMA) Corridor Projects	\$0	\$0	\$0	\$0	\$105,450,000	\$105,450,000	\$15,047,414	\$15,047,414	\$120,497,414	\$120,497,414
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$1,741,799	\$1,741,799	\$0	\$0	\$0	\$0	\$1,741,799	\$1,741,799
4	Statewide Connectivity Corridor Projects	\$0	\$0	\$0	\$0	\$0	\$0	\$65,000,000	\$65,000,000	\$65,000,000	\$65,000,000
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	\$48,237,569	\$48,237,569	\$0	\$0	\$0	\$0	\$48,237,569	\$48,237,569
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	Enhancements	\$921,850	\$921,850	\$0	\$0	\$0	\$0	\$0	\$0	\$921,850	\$921,850
10	Supplemental Transportation	\$28,040,154	\$28,040,154	\$0	\$0	\$17,500,000	\$17,500,000	\$0	\$0	\$45,540,154	\$45,540,154
10 CBI	Corridor Border	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11	District Discretionary	\$0	\$0	\$0	\$0	\$6,000,000	\$6,000,000	\$0	\$0	\$6,000,000	\$6,000,000
12	Strategic Priority	\$0	\$0	\$0	\$0	\$18,000,000	\$18,000,000	\$143,200,000	\$143,200,000	\$161,200,000	\$161,200,000
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>\$28,962,004</b>	<b>\$28,962,004</b>	<b>\$49,979,368</b>	<b>\$49,979,368</b>	<b>\$146,950,000</b>	<b>\$146,950,000</b>	<b>\$223,247,414</b>	<b>\$223,247,414</b>	<b>\$449,138,786</b>	<b>\$449,138,786</b>

## Funding Participation Source

Source	FY2021	FY 2022	FY 2023	FY 2024	Total FY 21-24
Federal	\$24,155,699	\$38,590,055	\$117,560,000	\$178,597,931	\$358,903,685
State	\$0	\$3,805,160	\$29,390,000	\$44,649,483	\$77,844,643
Local Match	\$4,806,305	\$5,842,354	\$0	\$0	\$10,648,659
CAT 3 - Local Contributions (LC)	\$0	\$1,741,799	\$0	\$0	\$1,741,799
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>\$28,962,004</b>	<b>\$49,979,368</b>	<b>\$146,950,000</b>	<b>\$223,247,414</b>	<b>\$449,138,786</b>



**TRANSIT  
PROJECTS  
AND  
FINANCIAL SUMMARY**

## 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	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2021	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		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	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2021	Fiscal Year Cost	\$199,280
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	\$199,280
		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	\$415,500
		State Funds from TxDOT	0
		Other Funds	73,324
Apportionment Year	2021	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		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	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2022	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		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	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2022	Fiscal Year Cost	\$199,280
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	\$199,280
		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	\$415,500
		State Funds from TxDOT	0
		Other Funds	73,324
Apportionment Year	2022	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5339 ID Number			
Amendment Date & Action			

## FY 2023 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	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2023	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		Trans. Dev. Credits Requested	\$0
Sec 5307 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

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	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2023	Fiscal Year Cost	\$199,280
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	\$199,280
		Trans. Dev. Credits Requested	\$0
Sec 5310 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

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	\$415,500
		State Funds from TxDOT	0
		Other Funds	73,324
Apportionment Year	2023	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		Trans. Dev. Credits Requested	\$0
Sec 5339 ID Number		Trans. Dev. Credits Awarded (Date & Amount)	\$0

Amendment Date & Action

## FY 2024 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	\$3,528,686
		State Funds from TxDOT	659,313
		Other Funds	11,511,876
Apportionment Year	2024	Fiscal Year Cost	\$15,699,875
Project Phase			
Brief Project Description:	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	Total Project Cost	\$15,699,875
		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	\$169,388
		State Funds from TxDOT	0
		Other Funds	29,892
Apportionment Year	2024	Fiscal Year Cost	\$199,280
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	\$199,280
		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	\$415,500
		State Funds from TxDOT	0
		Other Funds	73,324
Apportionment Year	2024	Fiscal Year Cost	\$488,824
Project Phase			
Brief Project Description:	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	Total Project Cost	\$488,824
		Trans. Dev. Credits Requested	\$0
		Trans. Dev. Credits Awarded (Date & Amount)	\$0
Sec 5339 ID Number			
Amendment Date & Action			

## Transit Financial Summary

### Laredo Webb County Area Metropolitan Planning Organization

#### FY 2021- 2024 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 07/15/ 2019

Transit Program		FY 2021			FY 2022			FY 2023		
		Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$4,187,999	\$11,511,876	\$15,699,875	\$4,187,999	\$11,511,876	\$15,699,875	\$4,187,999	\$11,511,876	\$15,699,875
2	Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3	Sec. 5309 - Discretionary			\$0			\$0			\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$169,388	\$29,892	\$199,280	\$169,388	\$29,892	\$199,280	\$169,388	\$29,892	\$199,280
5	Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6	Sec. 5316 - JARC >200K			\$0			\$0			\$0
7	Sec. 5316 - JARC <200K			\$0			\$0			\$0
8	Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9	Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10	Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12	Other FTA	\$415,500	\$73,324	\$488,824	\$415,500	\$73,324	\$488,824	\$415,500	\$73,324	\$488,824
13	Regionally Significant or Other			\$0			\$0			\$0
<b>Total Funds</b>		<b>\$4,772,887</b>	<b>\$11,615,092</b>	<b>\$16,387,979</b>	<b>\$4,772,887</b>	<b>\$11,615,092</b>	<b>\$16,387,979</b>	<b>\$4,772,887</b>	<b>\$11,615,092</b>	<b>\$16,387,979</b>
Transportation Development Credits Requested				\$0			\$0			\$0
Awarded				\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs		FY 2024			FY 2021-2024 Total		
		Federal	State/Other	Total	Federal	State/Other	Total
1	Sec. 5307 - Urbanized Formula >200K	\$4,187,999	\$11,511,876	\$15,699,875	\$16,751,996	\$46,047,504	\$62,799,500
2	Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3	Sec. 5309 - Discretionary			\$0	\$0	\$0	\$0
4	Sec. 5310 - Elderly & Individuals w/Disabilities	\$169,388	\$29,892	\$199,280	\$677,552	\$119,568	\$797,120
5	Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6	Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7	Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8	Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9	Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10	Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11	Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12	Other FTA	\$415,500	\$73,324	\$488,824	\$1,662,000	\$293,296	\$1,955,296
13	Regionally Significant or Other			\$0	\$0	\$0	\$0
<b>Total Funds</b>		<b>\$4,772,887</b>	<b>\$11,615,092</b>	<b>\$16,387,979</b>	<b>\$19,091,548</b>	<b>\$46,460,368</b>	<b>\$65,551,916</b>
Transportation Development Credits Requested				\$0			\$0
Awarded				\$0			\$0

# FAST ACT COMPLIANCE CHECKLIST





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

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

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

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

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





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

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

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

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

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

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





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

In Chapter 11, *Safety, Security, and Resilience*, the chapter extensively details federal, state, regional, and local agencies and programs that are involved in the planning process and active within the Laredo MPO area. The 2010 MTP was updated to include the MPO's adoption of the FHWA Vulnerability Assessment and Adaptation Framework to assess the region for vulnerabilities to natural disasters and has identified infrastructure that is vulnerable to flooding due to physical locations within the 100-year floodplain. The 2040 MTP was also updated to include reference that the City of Laredo maintains the Emergency Operations Center (EOC) for the region, and the Laredo MPO is coordinating with the Laredo EOC to include web links to state and local emergency management authorities and information on the MPO website.

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

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

4. Incorporate two new planning factors: a) Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts of surface transportation; b) Enhance travel and tourism. (Ref: 23 CFR 450.206(a)(9&10) and 306(b)(9&10))
  - *Document how the two new FAST Act metropolitan planning factors have been addressed within the transportation planning process, including what analysis framework was utilized to ensure the resiliency and reliability of the transportation system (example: GIS mapping for visualization purposes) or to identify and reduce storm-water impacts of surface transportation*





*through policies and design standards (example: TxDOT Roadside Design Manual or local public agency geometric design criteria used within the metropolitan area. For purposes of enhancing travel and tourism, perhaps include discussion of how the PPP and outreach efforts have been implemented to incorporate additional stakeholders related to travel and tourism within the metropolitan planning region.*

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

- (a) The 2040 MTP was updated to better incorporate the planning factor ***improve the resiliency and reliability of the transportation system***.

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

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

- (b) Regarding the planning factor ***enhance travel and tourism***, *Chapter 4* of the 2040 MTP was updated to describe that the Laredo MPO maintains a contact list of groups and individuals which have expressed interest in transportation planning activities. As required by 23 CFR 450.316 (b), the MPO has expanded the contact list as described in the updated PPP to seek consultation with agencies and officials responsible for tourism and natural disaster risk reduction. Interested parties related to tourism who are invited to all meeting and receive





all agendas include The Laredo Convention and Visitor's Bureau, the Laredo Development Foundation, and the Laredo Chamber of Commerce. Additional outreach and coordination with these agencies will build upon these coordination efforts in developing the 2045 Laredo MTP.

5. Include consideration of intercity buses (in both MTPs and Statewide Long-Range Transportation Plans). (Ref: 23 CFR 450.216(b) and 324(f)(2))
  - *Document how the long-range metropolitan transportation plan (MTP) has addressed intercity buses (e.g., Greyhound and other transit bus providers) within the region. Mapping of intercity bus terminals, intermodal facilities, and bus routes within the MTP is suggested as one option and how these facilities link to major highway networks and arterials within the metropolitan planning region.*

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

6. MTP includes an assessment of capital investment and other strategies to preserve the existing and future transportation system and reduce the vulnerability of the existing transportation infrastructure to natural disasters. (Ref: 23 CFR 450.324(f)(7))
  - *Document how the MPO included an assessment of the existing transportation system (both highway and transit routes) -- for example: using GIS mapping or other framework analysis tools- to help reduce the vulnerability of the existing and future transportation infrastructure to natural disasters including extreme weather events like flooding, hurricane impacts, drought, etc. as applicable for the MPO geographic region.*

Previous to the 2040 MTP update, the standing 2040 MTP provides recommendations for environmental assessments and mitigation activities to be conducted for implementation of transportation projects that could potentially impact environmental and cultural assets in *Chapter 13: Benefits, Impacts & Next Steps (Environmental Assessment section)*. In addition, the standing 2040 MTP takes a GIS approach to identifying and





mapping environmental and cultural resources in relation to existing and planned transportation improvements as described in *Chapter 13*. *Chapter 13* also details potential environmental mitigation activities that can be taken for specific environmental and cultural resources.

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

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

With the update of the 2040 MTP, a section on performance measures was added to *Chapter 1: Planning Context*. This section includes a description of the federally required performance areas and performance measures. TxDOT has adopted the performance targets of a two percent reduction of the five safety performance measures by 2022. The Laredo MPO adopts the federally required performance measures and the performance targets in coordination with TxDOT. The Laredo MPO has adopted TxDOT's performance targets of a two percent reduction of the safety performance measures by 2022. Adoption of the remaining performance targets will occur in the 2045 MTP update and as TxDOT adopts statewide performance targets for the remaining performance areas and performance measures.

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





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

Chapter 1: Planning Context was updated to include a section on performance measures. The Laredo MPO is coordinating with TxDOT to develop a system to report progress in achieving performance targets. At this time, TxDOT and the Laredo MPO have only adopted performance targets for the safety performance measures. The Laredo MPO is continuing coordination with TxDOT on the data collection, analysis, reporting, and target setting for the performance measures. The 2045 MTP update will include the development of a performance evaluation reporting system that will evaluate progress toward achieving performance targets and will demonstrate this compliance prior to the May 2019 deadline. Development of a comprehensive performance based evaluation approach to the 2045 MTP is still in development at this time and will consider best practices from FHWA, US EPA, and state based performance measures and targets to tailor those measures and targets of evaluation to the metropolitan planning process.

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

At this time, the Laredo MPO has adopted performance targets for safety and TAM, in coordination with TxDOT and in compliance with federal regulations. The 2019-2022 TIP supports the achievement of performance targets associated with safety and TAM through the selection of projects that support the achievement of these performance targets. The 2045 MTP update will include the development of an evaluation report that can be used to assess the progress of projects in achieving performance targets.





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

The Laredo MPO project selection process includes a criterion for safety, for which technical points are awarded based on the crash rate. As TxDOT adopts performance targets for the outstanding performance areas, the Laredo MPO will continue to incorporate criteria in the project selection process that will support the selection of projects that will help achieve performance targets. The 2045 MTP update will provide recommendations on how the project selection process should be improved to support the selection of projects that will achieve performance targets. Laredo MPO will demonstrate this linkage prior to the May 2019 deadline.

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


N/A (State DOT)

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

N/A (State DOT)

# BACKGROUND MATERIALS





# PUBLIC PARTICIPATION PLAN

*LAREDO URBAN TRANSPORTATION STUDY*

METROPOLITAN PLANNING ORGANIZATION

UPDATED: May 15, 2017



**LAREDO URBAN  
TRANSPORTATION  
STUDY**

METROPOLITAN PLANNING ORGANIZATION



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# **PUBLIC PARTICIPATION PLAN**

## **Laredo Urban Transportation Study**

### **GENERAL**

The Laredo Urban Transportation Study serves as the Metropolitan Planning Organization (MPO) for the Laredo urban area. The purpose of the MPO is to provide continuous, cooperative, and comprehensive transportation planning for the area. The most recent highway legislation “Fixing America’s Surface Transportation Act (FAST Act) of 2015” continues the legacy of greater public involvement that began with the passage of the “Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) of 1998”, the “Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005”, and the “Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) of 2012”, which all emphasized the need for public participation throughout the metropolitan and statewide transportation planning process. The Final Rule issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration reflecting the passage of MAP 21 and the FAST Act was approved on May 27, 2016. MPO’s are required to conduct a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early, and on-going public involvement in developing plans, programs, policies and procedures.

### **POLICY**

It is the policy of the MPO to provide every opportunity for the involvement of individuals in the transportation planning process in conformance with the requirements of 23 CFR 450.316 (a) for the purposes of:

- Providing opportunity for input from: individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties, hereafter referred to as segments of the community affected by transportation plans, programs, and projects.
- Providing early and continuing public involvement opportunities throughout the transportation planning and programming process;
- Providing timely notice and reasonable access to information concerning transportation issues and processes to area residents, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs, and projects;
- Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households;

# PUBLIC PARTICIPATION PLAN

## Laredo Urban Transportation Study

- Providing adequate public notice of public involvement activities and time for public review and comment at key decision points, including the approval of plans and programs;
- Demonstrating explicit consideration and response to public input received during the planning and program development process.
- Providing for the employment of visualization techniques to describe metropolitan transportation plans and TIPs.

### SUMMARY OF COMMENT PERIOD AND NOTICE REQUIREMENTS

**Table 1** – Summary of public comment periods and notice requirements for policy, procedure, and program documents

Document	Comment Period	Notices
By Laws – revisions	10 days	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Public Participation Plan – initial adoption	45 days	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Public Participation Plan – revisions	45 day	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Unified Planning Work Program (UPWP) – initial adoption	20 days	5 days - Summary published in newspaper 72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
UPWP - revisions	0	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Transportation Improvement Program (TIP) – initial adoption	20 days**	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
TIP – revisions	10 days**	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
Metropolitan Transportation Plan (MTP) – initial adoption	20 days**	90 days - Nomination form in newspaper and on website 72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)
MTP - revisions	10 days**	72 hours advance notice postings* Policy packet - 7 days (mail) or 5 days (hand delivered)

\* 72 hour advance notice postings will include: Posting at the Laredo City Hall and the Webb County Commissioners Court Building, emailing to the MPO interested party contact list, and publishing in the local English and Spanish language newspapers (the Laredo Morning Times and El Manana) in summary form in both English and Spanish prior to meeting in which final action will be taken.

\*\* If comments are received during the comment period, which raise material issues that could not have reasonably been foreseen prior to the comment period; a second comment period of 10 days shall be added.



# **PUBLIC PARTICIPATION PLAN**

## **Laredo Urban Transportation Study**

### **REQUIREMENTS**

#### **Posting**

Notice of meetings held by MPO staff for the purpose of securing public comment and all meetings of the Policy Committee shall be posted not less than 72 hours in advance of the meeting in the form and manner prescribed by the Texas Open Meetings Act at the Laredo City Hall and the Webb County Commissioners Court Building. Additionally, the notice may be posted at the Texas Department of Transportation Laredo District Office, El Metro Operations Facility, and on the MPO and Webb County website. Notice placed at the El Metro Operations Facility shall be located in a place and manner readily accessible to transit employees for the purpose of giving notice to employee union members.

#### **Newspaper Publication**

Notice of the proposed adoption or revision to any policy, procedure, plan or program requiring Policy Committee action shall be published in summary form in English and Spanish in one or more newspapers of general circulation in Laredo, Texas not less than 72 hours in advance of the meeting in which final action will be taken. Notice shall also be emailed 72 hours in advance to those listed on the interested party contact list maintained by the MPO. The notice shall include the name, address, and telephone number of the person who may be contacted regarding the proposed item. The notice shall include the location at which technical information and reports are available for review.

#### **Meeting**

All public meetings of the MPO Policy Committee shall be held in compliance with the Texas Open Meetings Act, the Americans with Disabilities Act (ADA), and recorded on audio or video tape for broadcast on the public access channel, and streaming on the web. Minutes of public meetings shall be prepared by MPO staff and shall constitute the official record of the proceedings. MPO staff shall prepare a meeting packet that includes the meeting agenda and action items for consideration by the Policy Committee. The meeting packet will be mailed to Policy Committee members 7 days prior to the meeting date or hand delivered 5 days prior to the meeting date.

Meetings held for the purpose of securing public comment shall be held at convenient and accessible times and locations. The meetings will be held within a reasonable distance of an El Metro route. Persons attending public meetings conducted by the MPO will be asked to register on a sign-in sheet.

It is the intent of LUTS to provide access to all individuals interested in attending MPO meetings. Groups or people with special needs who wish to attend a meeting should give MPO staff 5 working days in advance of the meeting in order that MPO staff may reasonably accommodate their special needs.

# **PUBLIC PARTICIPATION PLAN**

## **Laredo Urban Transportation Study**

### **Retention of Documents**

All official meeting materials, including but not limited to notices, newspaper publications, minutes, sign-in sheets, audio/video tapes, documents proposed for adoption or revision, and written comments received during public review and comment periods shall be retained by the MPO for a minimum of three years, or longer if required by the Texas State Library and Archives Commission.

### **Public Review and Comment**

The adoption or revision of certain documents may require a 10, 20 or 45 day public review and comment period prior to final action by the Policy Committee. The public review and comment period shall be initiated through action of the Policy Committee following a presentation on the proposed plan, program, policy or procedure. When a public review and comment period is required, the MPO shall make available at its offices and on its website a copy of the document. The public may review the document at the MPO offices during normal working hours and, when possible, staff will be available to answer questions. Written comments received during the public review and comment period will be presented to the Policy Committee prior to final action on the plan, program, policy or procedure being considered.

When significant written and oral comments are received during the MTP or TIP public participation process they will be summarized, analyzed, and accompanied with a description of how they were addressed in the applicable document.

## **ADOPTION AND REVISION OF PLANNING AND PROGRAMMING DOCUMENTS**

### **Initial Adoption**

The adoption of the Metropolitan Transportation Plan (MTP) shall require a public review and comment period of not less than 20 days prior to final action by the Policy Committee. A project nomination form will be published in a newspaper of general circulation and be made available through the Internet at least 90 days prior to final action by the Policy Committee. Presentations on the proposed MTP shall be made to the Laredo City Council and the Laredo MPO prior to the public review and comment period. Written comments and project nomination forms received during the public review and comment period regarding the draft MTP will be incorporated into the final document.

The MTP and TIP shall include at least one map designating the conceptual limits of project locations. The initial adoption of the Transportation Improvement Program (TIP) and the Unified Planning Work Program (UPWP) shall require a public review and comment period of not less than 20 days prior to final action by the Policy Committee. A summary of the proposed UPWP will be published in a newspaper of general circulation at least 5 days prior to final action by the Policy Committee.

# **PUBLIC PARTICIPATION PLAN**

## **Laredo Urban Transportation Study**

### **Revisions**

Substantive revisions to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) shall require a public review and comment period of not less than 10 days prior to final action by the Policy Committee. Substantive revisions to all other planning and programming documents, including but not limited to the Unified Planning Work Program (UPWP) do not require a public review and comment period, but must be approved by the Policy Committee.

*Substantive revisions* include any changes to a plan or program that consist of the addition, deletion or substitution of projects, changes to a project's scope and reprogramming of projects outside of the plan or program's scope. MPO staff may request action by the Policy Committee for non-substantive revisions to any plan or program. Any revisions shall be set out in full and indicate any portion to be deleted by strike-out type and indicate proposed new language by underscoring or the use of italics.

### **ADOPTION AND REVISION OF PUBLIC PARTICIPATION PLAN**

The initial adoption or revision of the Public Participation Plan shall require a public review and comment period of not less than 45 days prior to final action by the Policy Committee.

Continuous improvement of the public participation process is a goal of LUTS. In striving towards that goal, this public participation plan shall be updated as needed and re-approved every five years. The purpose of this action shall be to ensure that the plan effectively allows for a full and open public participation process.

Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

### **OUTREACH ACTIVITIES**

#### **Contact List**

The MPO shall maintain an interested parties contact list (email) of groups and individuals which have expressed interest in transportation planning activities, including state, county and local government officials, news media, special interest groups, and transportation providers who will be provided periodic updates concerning planning activities as well as meeting notices.

In the development of the metropolitan plan and TIPs, the MPO shall seek to consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements. 23 CFR 450.316(b)

# **PUBLIC PARTICIPATION PLAN**

## **Laredo Urban Transportation Study**

### **Measures of Effectiveness**

The MPO will periodically collect and evaluate demographic data from meeting attendees in order to determine the effectiveness of the MPO's public outreach efforts. The type of data to be collected may include: zip code, gender, age, occupation, income range, and/or how the attendee became aware of the meeting.

### **Public Appearances**

The MPO shall make every effort to comply with requests from local civic or professional groups, organizations or committees to present or discuss information related to the responsibilities of the MPO. The organization should contact the MPO and allow ample time for the MPO to make arrangements and attend.

The MPO may schedule appearances at meetings of groups such as neighborhood organizations to gather input from residents. Such meetings shall serve as an avenue through which the MPO seeks out and consider the needs of those traditionally underserved segments of the population, including low-income and minority households. The focus of these presentations should be tailored to the interests and concerns of the audience. All significant comments received will be recorded and presented to the Policy Committee.



**RESOLUTION NO. MPO 2017-04**

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

**PUBLIC PARTICIPATION PLAN**

**WHEREAS**, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO), for the Laredo Urbanized Area has reviewed the updated Public Participation Plan; and,

**WHEREAS**, the Laredo Urban Transportation Study finds that the updated Public Participation Plan meets federal and state requirements, and meet the transportation planning needs of the Laredo Metropolitan Area;

**NOW THEREFORE BE IT RESOLVED**, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, approved the updated LUTS Public Participation Plan, which is attached hereto and made a part hereof for all purpose.

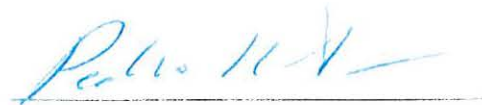
We certify that the above resolution was adopted on May 15<sup>th</sup>, 2017 at a public meeting of the Policy Committee of the Laredo Urban Transportation Study.



Honorable Pete Saenz  
Mayor of Laredo and Chairperson of the  
LUTS Transportation Planning Committee



Nathan Bratton  
MPO Director



Pedro R. Alvarez  
TxDOT District Engineer

## Vanessa Guerra

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**From:** Vanessa Guerra  
**Sent:** Wednesday, June 3, 2020 12:05 PM  
**To:** 'Omar Costilla'; Kirby Snideman  
**Cc:** Roberto Rodriguez III; Humberto "Tito" Gonzalez Jr; Ramon Chavez; Gloria P. Saavedra; Luis Perez Garcia; Guillermo B. Cuellar  
**Subject:** RE: FY21-FY24 STIP/TIP Update - Harchar & Reuthinger Projects  
**Attachments:** HACHAR REUTHINGER PROJECT - MPO MINUTES - 6-20-16.pdf; HACHAR REUTHING RUNS.pdf

Per our telephone discussion yesterday, and the documentation sent over yesterday after noon, I understand the both the Hachar and Reuthinger projects will remain in the TIP.

I also understand that the project managers will need to confirm if the current project scope which reads: Construction of "new location 5 lane highway with 2 lane frontage roads" is correct.

If not, they will need to advise of proposed new project description.

Thanks. V.

**From:** Omar Costilla <Omar.Costilla@txdot.gov>  
**Sent:** Tuesday, June 2, 2020 11:30 AM  
**To:** Vanessa Guerra <vguerra@ci.laredo.tx.us>; Kirby Snideman <jksnideman@ci.laredo.tx.us>  
**Cc:** Roberto Rodriguez III <Roberto.Rodriguez@txdot.gov>; Humberto "Tito" Gonzalez Jr <Humberto.Gonzalez@txdot.gov>  
**Subject:** RE: FY21-FY24 STIP/TIP Update - Harchar & Reuthinger Projects

**ATTENTION:** This email originated from outside your organization. Caution when clicking links or opening attachments.  
Vanessa,

Please let me know when you are available to meet to discuss the Harchar & Reuthinger projects STIP/TIP changes.

Thank you



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



**From:** Omar Costilla

**Sent:** Monday, June 01, 2020 1:36 PM

**To:** Vanessa Guerra ([vguerra@ci.laredo.tx.us](mailto:vguerra@ci.laredo.tx.us)) <[vguerra@ci.laredo.tx.us](mailto:vguerra@ci.laredo.tx.us)>; James Kirby Snideman ([jksnideman@ci.laredo.tx.us](mailto:jksnideman@ci.laredo.tx.us)) <[jksnideman@ci.laredo.tx.us](mailto:jksnideman@ci.laredo.tx.us)>

**Cc:** Roberto Rodriguez III <[Roberto.Rodriguez@txdot.gov](mailto:Roberto.Rodriguez@txdot.gov)>; Humberto "Tito" Gonzalez Jr <[Humberto.Gonzalez@txdot.gov](mailto:Humberto.Gonzalez@txdot.gov)>

**Subject:** RE: FY21-FY24 STIP/TIP Update - Harchar & Reuthinger Projects

Vanessa,

Good afternoon I know you are very busy but I'm just following up a phone call/voice message. Please see the email chain below for more information.

Thank you



Thank you,

Omar J. Costilla

Transportation Specialist III

Transportation Planning & Development

Laredo District

1817 Bob Bullock Loop

Laredo, Texas 78043

(956) 712-7726

[Omar.Costilla@txdot.gov](mailto:Omar.Costilla@txdot.gov)

**From:** Omar Costilla

**Sent:** Tuesday, May 26, 2020 9:23 AM

**To:** Vanessa Guerra ([vguerra@ci.laredo.tx.us](mailto:vguerra@ci.laredo.tx.us)) <[vguerra@ci.laredo.tx.us](mailto:vguerra@ci.laredo.tx.us)>; James Kirby Snideman ([jksnideman@ci.laredo.tx.us](mailto:jksnideman@ci.laredo.tx.us)) <[jksnideman@ci.laredo.tx.us](mailto:jksnideman@ci.laredo.tx.us)>

**Cc:** Roberto Rodriguez III <[Roberto.Rodriguez@txdot.gov](mailto:Roberto.Rodriguez@txdot.gov)>; Humberto "Tito" Gonzalez Jr <[Humberto.Gonzalez@txdot.gov](mailto:Humberto.Gonzalez@txdot.gov)>

**Subject:** FY21-FY24 STIP/TIP Update - Harchar & Reuthinger Projects

Vanessa,

Good morning I know you are very busy but I'm just following up a phone call/voice message I made last week regarding the Harchar Reuthinger Projects.

Amendment Update:

The Harchar Reuthinger amendment has not yet been approved. Both project will need to remain as shown on the STIP Portal for now. When the amendment is approved we will submit a revision to updated the STIP/TIP.

CSJ 0922-33-165 – Hacher Loop Rd (FY22 As shown on the STIP Portal)

CSJ 0922-33-166 – Reuthinger Rd (FY16 As shown on the STIP Portal)

Thank you



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

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*A Texas Department of Transportation (TxDOT) message*

**#EndTheStreakTX**

Second: Cm. Altgelt  
In Favor: 7  
Opposed: 0  
Abstained: 0

Motion carried unanimously

**E. Authorizing the execution of Amendment 1 to the contract with CDM Smith for the development of the Transit Plan Update in order to extend the contract completion date to February 28, 2017.**

Ms. Guerra stated the amendment would extend the contract completion date by 5 months to February 28, 2017. The extension will provide additional necessary review and approval time. No added funding would be allocated to this project.

Cm. Balli made a motion to approve the execution of Amendment 1 to the contract with CDM Smith for the development of the Transit Plan Update in order to extend the contract completion date to February 28, 2017.

Second: Judge Tijerina  
In Favor: 7  
Opposed: 0  
Abstained: 0

Motion carried unanimously

Cm. San Miguel arrived at the meeting at 12:13p.m.

**F. Discussion with possible action on ratification of support letter of the Border Area Nutrition Council's proposal to Transit, El Metro.**

Mr. Bratton stated the requested letter is to support the Border Area Nutrition Council's proposal to Transit, El Metro.

Cm. Canales made a motion to approve the support letter of the Border Area Nutrition Council's proposal to Transit, El Metro.

Second: Cm. Balli  
In Favor: 8  
Opposed: 0  
Abstained: 0  
Motion carried unanimously

**G. Discussion with possible action on Hachar-Reuthinger Road Project.**

**1. Status report by Dannenbaum Engineering on the alignment of Hachar Road.**

Anthony Garza, Dannenbaum Engineering, gave a brief presentation on the item. He stated Dannenbaum Staff was moving forward as expeditiously as possible, such that the development of the schematic for Hachar was at 60 percent and the environmental document preparation was well underway. The execution of the Advance Funding Agreement (AFA) was also in process pending TxDOT's final review.

Melisa Montemayor, TxDOT, stated the AFA was anticipated to be fully ready for execution within the next three weeks.

Judge Tijerina made a motion to combine discussion of agenda items G, H, and I.

Second: Cm. Balli  
In Favor: 8  
Opposed: 0  
Abstained: 0

Motion carried unanimously

Judge Tijerina made a motion to open public hearing for items H and I.

Second: Cm. San Miguel  
In Favor: 8  
Opposed: 0  
Abstained: 0

Motion carried unanimously

**2. Discussion and possible action on the City of Laredo's request for funding of the Hachar-Reuthinger Road Project.**

- a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). \$1,634,277 in Category 7 Funds with a proposed.
- b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. \$26,796,902 in Category 7 Funds.
- c. Revision of project CSJ 0922-33-166 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from Beltway parkway to I-35. \$21,440,668 in Category 7 Funds.

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



- a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). \$1,634,277 in Category 7 Funds.
  - b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. \$26,796,902 in Category 7 Funds.
  - c. Revision of project CSJ 0922-33-166 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from Beltway parkway to I-35. \$21,440,668 in Category 7 Funds.
- I. Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2017-2020 Transportation improvement Program. (TIP):
- a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). \$1,634,277 in Category 7 Funds.
  - b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. \$26,796,902 in Category 7 Funds.

Cm. Canales requested the MPO Director review the timeline for the allocation of Category 7 funds and associated projects as proposed in the agenda item.

The MPO Director stated the development of Plans, Specifications, and Estimates (PS&E) for both segments would begin in February of 2017. The construction of the portion of Hachar Roadway from FM 1472 to Beltway Parkway would commence in 2019 or thereabouts; and the Roadway section of Hachar known as the Reuthinger segment would begin construction in 2022.

The meeting recessed at 12:25 p.m. due to a power failure.

The meeting reconvened at 4:05 p.m., June 20<sup>th</sup>, 2016 (the same day).

**Regular members present:**

Honorable Pete Saenz, Mayor and LUTS Chairperson  
 Honorable John Galo, Webb County Commissioner, Pct. 3  
 Honorable George Altgelt, City Councilmember, District VII  
 Honorable Roberto Balli, City Councilmember, District VIII

Honorable Charlie San Miguel, City Councilmember, District VI  
Honorable Jaime Canales, Webb County Commissioner, Pct. 3  
Pete Alvarez, TxDOT  
Melisa Montemayor, TxDOT

**Regular members absent:**

Honorable Tano E. Tijerina, Webb County Judge

**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

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

Others: Antonio Rodriguez, Howard, Needles, Tammen, & Bergendoff  
(HNTB, Inc.)  
Ruben Soto, Regional Mobility Authority (RMA)  
Mike Graham, TxDOT  
Anthony Garza, Dannenbaum Engineering  
Louie Jones, Dannenbaum Engineering  
Claudia San Miguel, Transit, El Metro

**G. Discussion with possible action on Hachar-Reuthinger Road Project.**

- 1. Status report by Dannenbaum Engineering on the alignment of Hachar Road.**

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

- a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). \$1,634,277 in Category 7 Funds.**
- b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. \$26,796,902 in Category 7 Funds.**
- c. Revision of project CSJ 0922-33-166 intended to provide funds for Construction Engineering, Contingencies, and Construction of the**



**Hachar-Reuthinger Road Project from Beltway parkway to I-35.  
\$21,440,668 in Category 7 Funds.**

- I. Receive public testimony and initiate a ten-day public review and comment period for the following proposed amendment(s) of the 2017-2020 Transportation improvement Program. (TIP):
  - a. Addition of project intended to provide funds for PS&E (including right-of-way mapping) for the Hachar-Reuthinger Road Project from FM 1472 to I-35 (CSJ 0922-33-165 & 0922-33-166). \$1,634,277 in Category 7 Funds.
  - b. Revision of project CSJ 0922-33-165 intended to provide funds for Construction Engineering, Contingencies, and Construction of the Hachar-Reuthinger Road Project from FM 1472 to Beltway parkway. \$26,796,902 in Category 7 Funds.

Cm. Altgelt made a motion to close the public hearing, initiate a ten day public review and comment period for both the proposed revisions of the 2015-2040 MTP and the 2017-2020 TIP; and designate and commit 100% of Category 7 funds to the Hachar-Reuthinger Project as described in agenda items G, H, and I.

Second: Cm. Canales  
In Favor: 8  
Opposed: 0  
Abstained: 0

This is where they  
approved  
\$21,440,668 for  
0922-33-166

Motion carried unanimously

**J. Discussion** with possible action on Mines Road.

- I. Update on status of implementation of recommendations resulting from Phase 1 and 2 of the Mines Road Study.

Roberto Murillo, Traffic Safety Department Director, stated the approved resolution authorizing the execution of the AFA on the Mines Road Synchronization Project, was proposed for revision due to concerns expressed by TxDOT regarding certain financial language included in the previous resolution. He also stated that improvements implemented on Mines Road have already diminished congestion. He further stated his department was working on signal timing improvements on Mines Road, US 59 and US 83.

Albert Ramirez, TxDOT, stated that in August 2016 TxDOT would let/initiate the procurement of professional construction services for the widening of FM 1472 from Killam to 0.3 miles north of Muller.

# FY 2022

6/3/2020  
12:03 PM

## 2022Updated

### CSJ 0922-33-165

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-165	2022	CS	C	Laredo	\$ 28,538,700.00

Limits From: FM 1472

Limits To: 0.100 MILES E OF BELTWAY PARKWAY

Project DESCR: NEW LOCATION 5 LANE HIGHWAY WITH 2 LANE FRONTAGE ROADS

Remarks P7: HACHAR ROADWAY - LOCAL

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 7, 3 LC

Project History

### Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
7	\$ 21,437,520.80	\$ 3,805,159.94	\$ -	\$ 1,554,220.26	\$ -	\$ 26,796,901.00
3LC					\$ 1,741,799.00	\$ 1,741,799.00
Total						\$ 28,538,700.00

### Total Project Cost Information

Prelim Eng	\$ 1,398,397.00
ROW Purch	\$ -
Const Cost	\$ 28,538,700.00
Const Eng	\$ 1,412,666.00
Conting	\$ 285,387.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,783,669.00
Total Cost	\$ 33,418,819.00

### CSJ 0922-33-166

District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost
Laredo	Laredo	Webb	0922-33-166	2022	CS	C	Laredo	\$ 21,440,668.00

Limits From: 0.1 MILE EAST OF BELTWAY PARKWAY

Limits To: IH 35 WEST FRONTAGE ROAD

Project DESCR: NEW LOCATION 5 LANE HIGHWAY WITH 2 LANE FRONTAGE ROADS

Remarks P7: REUTHINGER ROAD - LOCAL

Project Sponsor

Revision Date

MPO Proj Num

Funding Cat(S) 7, 10

Project History

### Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
7	\$ 17,152,534.40		\$ -	\$ 4,288,133.60	\$ -	\$ 21,440,668.00
Total						\$ 21,440,668.00

### Total Project Cost Information

Prelim Eng	\$ 1,050,593.00
ROW Purch	\$ -
Const Cost	\$ 21,440,668.00
Const Eng	\$ 1,061,314.00
Conting	\$ 214,407.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,340,042.00
Total Cost	\$ 25,107,024.00