Laredo Urban Transportation Study

Metropolitan Planning Organization Policy Committee

Notice of Public Meeting

City of Laredo City Hall
City Council Chambers
1110 Houston Street
Laredo, Texas
September 21, 2015
12:00 noon

MEETING AGENDA

I. CHAIRPERSON TO CALL MEETING TO ORDER

II. CHAIRPERSON TO CALL ROLL

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

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

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

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

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

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

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

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

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

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

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

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

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

6. Discussion with possible action on Hachar Road.

7. Discussion with possible action on Mines Road.

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

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

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

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

VI. ADJOURNMENT

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

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

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

CITY OF LAREDO REPRESENTATIVES:

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

LAREDO MASS TRANSIT BOARD REPRESENTATIVE:

Honorable Roberto Balli, City Councilmember, District VIII

COUNTY OF WEBB REPRESENTATIVES:

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

STATE REPRESENTATIVES:

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

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

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

Nathan R. Bratton
MPO Director

Gustavo Guevara, Jr.
City Secretary

Laredo Urban Transportation Study

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

MINUTES OF THE AUGUST 17, 2015 MEETING

I. CHAIRPERSON TO CALL MEETING TO ORDER

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

II. CHAIRPERSON TO CALL ROLL

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

Regular members present:

Honorable Pete Saenz, Mayor and LUTS Chairperson
Honorable Charlie San Miguel, City Councilmember, District VI
Honorable Roque Vela, Jr., City Councilmember, District V (joined meeting at 12:15 p.m.)
Honorable Tano E. Tijerina, Webb County Judge
Honorable John Galo, Webb County Commissioner, Pct. 3
Alberto Ramirez, TxDOT
Melisa Montemayor, TxDOT (joined the meeting at 1:46 p.m.)

Regular members not present:

Jaime Canales, Webb County Commissioner, Pct. 4
Roberto Balli, City Councilmember, District VIII

Judge Tijerina made a motion to **excuse** members not present.

Second:	Cm. Galo
For:	5
Against:	0
Abstained:	0

Motion carried unanimously

Ex-Officio Members Not Present:

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

Staff (Of Participating LUTS Agencies) Present:

City: Nathan R. Bratton, City Planning/LUTS Staff
Vanessa Guerra, City Planning/LUTS Staff
Angie Quijano, City Planning/LUTS Staff

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

Others: Tim Juarez, TxDOT
Arturo Dominguez, Kansas City Southern
Steve Simmons, Kansas City Southern
Olivia Varela, Laredo Development Foundation

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

Nathan Bratton, MPO Director, informed the members present a draft copy of the 2016 Unified Transportation Program (UTP) funding summary and a draft copy of Proposition 1 Funding was included in their packet for review.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION

1. Approval of the minutes for the meeting held on July 20, 2015.

Cm. Galo made a motion to **approve** the minutes for the meeting held on July 20, 2015.

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

Motion carried unanimously

Mayor Saenz welcomed TxDOT's new District Engineer for Laredo, Mr. Pete Alvarez.

Cm. Roque Vela, Jr., joined the meeting at 12:15 p.m.

2. Receive public testimony and initiate a 10 day public review and comment period for the proposed amendment(s) to the MPO By-Laws.

Mr. Bratton gave a brief presentation on the proposed MPO By-Laws.

The proposed MPO By-Laws revisions were as follows:

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

TxDOT District Engineer
TxDOT District Administrator

Cm. Charlie San Miguel stepped out of the meeting at 12:16 p.m.

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

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

Motion carried unanimously

There was no public input.

Cm. Charlie San Miguel stepped back into the meeting at 12:17 p.m.

Cm. Galo made a motion to **close** the public hearing and initiate a 10 day public review and comment period for the proposed MPO By-Laws.

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

Motion carried unanimously

3. Motion to approve and accept the MPO Primer.

Mr. Bratton stated the draft MPO Primer was distributed at the last Policy Board meeting. She stated the document is intended to provide the reader with a short, easy to read source of information on the MPO and its activities.

Cm. Galo made a motion to **approve** and **accept** the MPO Primer.

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

Motion carried unanimously

4. Discussion with possible action on Mines Road.

Carlos Rodriguez, TxDOT, stated the median concrete project from Pellegrino Court to Killam Industrial Boulevard on Mines Road would be finished by the end of the week. He stated the project intended to repave a portion of Mines Road with concrete would take longer to complete. He also stated the City Traffic Department was assisting with the retiming of the traffic lights.

Cm. Galo asked if there were any plans for a third lane on Mines Road.

Mr. Rodriguez stated that a third lane could be considered, given available funding.

Cm. George Altgelt, District VII, stated his concerns regarding the Mines Road area. He stated a third lane would alleviate the congestion in the Mines Road area.

Alberto Ramirez, TxDOT, stated the Texas Transportation Institute was still working on the Mines Road study and would give an update after the study was complete.

5. Discussion with possible action on Hachar Road.

Judge Tijerina stated the County would be considering a Request for Qualifications (RFQ) for the extension of the Reuthanger section of Hachar Road.

Cm. Galo made a motion to place the Reuthanger portion of Hachar Road on the Transportation Improvement Program (TIP) subject to TxDOT identifying funding not exceeds 300,000 dollars.

Second:	Cm. San Miguel
For:	6
Against:	0
Abstained:	0

Motion carried unanimously

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

1. Presentation by Kansas City Southern (KCS) to introduce the concept of a "Secure Border Railroad Corridor" which will provide an overview of the railroads efforts to eliminate blocked crossings, improve the efficiency of train traffic through the Laredo/Nuevo Laredo Gateway, and support the objectives of customs' authorities on both sides of the border.

Arturo Dominguez and Steve Simmons, of KCS gave a brief presentation on the item.

Mr. Simmons presented information on rail network, history, revenue growth, and traffic mix. He stated railroad capital spending exceeded most industries. KCS was also investing for future growth, asset utilization, safety and service.
He stated Laredo Texas is the leading border crossing and that it leads the Mexico-U.S. rail import and export traffic.

Operations at the International Bridge operated on a 24 hours a day/7 days a week basis. He stated local operations for KCS, KCSM, and UP are staffed 24/7. Customs and Border Protection inspectors are on the U.S. side 24/7. Mexican customs operators have an office located about 460 m just south of the International Bridge and are also present 24/7. Train traffic is closely coordinated by constant communication between all 3 railroads as well as with Mexican and U.S. Customs.
He stated the bridge has camera surveillance by the railroads 24/7.

He stated KCS's goal is to streamline the customs clearance process, reducing costs, and decreasing processing time.

He also stated the secure corridor concept is intended to eliminate the need to stop trains on the International Bridge in either direction.

Melisa Montemayor, TxDOT, joined the meeting at 1:46 p.m.

Judge Tijerina left the meeting at approximately 1:50 p.m.

2. Presentation by TxDOT on statewide funding categories.

Ana Duncan, TxDOT, gave a brief presentation on the item. She stated the Unified Transportation Program (UTP) is a 10 year program and authorizes funding for 12 funding categories. The 12 categories are distributed for highway-related projects outlined in the Texas Administrative Code (TAC).

Robert Murillo, Traffic Safety, informed the members present that Traffic submitted safety projects under the Hazard Elimination program. The approved projects proposed the placement of medians on three intersections along McPherson Road.

Cm. Vela requested a copy of the three median projects on McPherson Road.

Cm. Galo asked if there were any plans to direct connect from IH 35 to Loop 20 heading east.

Melisa Montemayor, TxDOT, stated the project is needed and is on the long range plan but is currently unfunded.

3. Status report by TxDOT on the eligibility of the $600,000 in CBI funds for signal timing improvements.

Ana Duncan stated the funds have been approved as of August 13th 2015, and would be moving forward to place the signal timing improvements in the TIP.

4. Status report by TxDOT on drainage issues on IH 59 along the Fiesta Loop area.

Alberto Ramirez, TxDOT, stated TxDOT cleaned all the outfalls in that area. TxDOT gathered information from the 2004 plans in that area. He stated the results yielded approximately the same flow discharge as the 2004 plans.

5. Status report on the RMA.

No report was given on the item.

Ms. Montemayor stated that the RMA's meeting was still in progress therefore no RMA representative could be present to give said report.

VI. ADJOURNMENT

Cm. Vela made a motion to adjourn the meeting at 2:46 p.m.

Second:	Cm. San Miguel
For:	5
Against:	0
Abstained:	0

Motion carried unanimously

Prepared by: _____
Angie Quijano,
MPO Staff

Reviewed by: _____
Vanessa Guerra,
MPO Coordinator

Reviewed by: _____
Nathan R. Bratton,
MPO Director

_____
Melisa Montemayor,
District Administrator

_____
Pete Saenz,
Mayor and LUTS Chairperson

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE: 09-21-15	**SUBJECT:** RESOLUTION Receive public testimony and approve Resolution No. MPO 2015-09 adopting the proposed revision of the MPO By-Laws. Revision 8
INITIATED BY: TxDOT	**STAFF SOURCE:** Nathan Bratton, Director of Planning

PREVIOUS ACTION:
On June 9th, 1994, the MPO Policy Committee adopted the LUTS Bylaws which were subsequently amended on July 23, 1997, July 21, 2007, June 14, 2012, August 13, 2013, and on October 20th, 2014.

Background:
TxDOT has requested the MPO Bylaws be revised such that the District Engineer and the District Administrator are identified as TxDOT's representatives on the Policy Committee. The TxDOT Laredo District Director of Transportation Planning and Development would no longer represent TxDOT on the Policy Committee.

Listed below are the proposed revisions:
Section 2.1(a), shall be revised as follows (*see attached Exhibit A*):

State of Texas:

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

TxDOT District Engineer
TxDOT District Administrator

COMMITTEE RECOMMENDATION: The LUTS Technical Committee recommends approval.	**STAFF RECOMMENDATION**: Staff recommends approval.

RESOLUTION NO. MPO 2015-09

BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

AMENDING THE LUTS BY-LAWS

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

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

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, revised the LUTS Bylaws, which is attached hereto and made a part hereof for all purposes on this the 21st day of September, 2015.

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

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

Nathan Bratton
MPO Director

Melisa Montemayor.
Laredo District Administrator

(e) To use federal transportation planning funds, as well as in-kind matching funds as authorized by the Texas Transportation Commission, to develop and maintain a comprehensive regional transportation planning program in conformity with requirements of 23 USC 135 and 49 USC 5303.

(f) To adopt a Metropolitan Transportation Plan (MTP) for the metropolitan planning area that will complement the Statewide Transportation Plan required by state and federal laws, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.

(g) To establish one or more advisory committees to assist in the transportation planning process and/or assist in promoting the implementation of approved plans. The Policy Committee may create ad-hoc committees or other technical subcommittees.

ARTICLE II
MEMBERSHIP, TERMS AND ADMINISTRATION

Section 2.1 Membership and Qualifications

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

City of Laredo:	Mayor (Chairperson) Two City Councilmembers, as appointed by the Mayor in his/her sole discretion.
Laredo Mass Transit Board	One Laredo Mass Transit Board member as appointed by the Board's presiding officer/Mayor in his/her sole discretion.
County of Webb:	County Judge (Vice-Chairperson) Two County Commissioners as appointed by the Webb County Judge in his/her sole discretion.
State of Texas:	~~The person designated as the Director of the Laredo District by the Executive Director of the Texas Department of Transportation i.e. the District Engineer or the District Administrator~~ ~~TxDOT Laredo District Director of Transportation Planning and Development~~ TxDOT District Engineer TxDOT District Administrator

Texas Department of Transportation®
1817 BOB BULLOCK LOOP •LAREDO, TX 78043 • (956) 712-7400 FAX (956) 712-7401

August 11, 2015

Mr. Nathan Bratton
Planning Director
1120 San Bernardo Ave
Laredo, TX 78041

Dear Mr. Bratton:

The Laredo District respectfully requests the modifications of the Bylaws and Operating Procedures for the Laredo Urban Transportation Study under Article II, Section 2.1(a) to reflect the following titles for the State of Texas:

State of Texas: The person(s) designated as the Directors of the Laredo District by the Executive Directors of the Texas Department of Transportation, i.e. the District Engineer and TxDOT Laredo District Administrator

Attached please find page 4 of the bylaws that illustrates our request. Should you have any questions, please let me know.

Sincerely,

Melisa Montemayor,
Laredo District Administrator

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

*** EX-OFFICIO ***

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

(b) Members shall serve until a replacement is qualified pursuant to section 2.1 Subsection (e).

(c) The Mayor of the City of Laredo shall appoint the two City Councilmembers that represent the City of Laredo.

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

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

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

Section 2.2 Meetings, Quorum and Voting

(a) The Policy Committee shall meet at least twice per year or as often as necessary to fulfill its purposes.

(b) Fifty percent of the voting membership plus one member shall constitute a quorum.

(c) The use of proxies by the voting members of the Policy Committee is prohibited.

d) The official actions of the Policy Committee shall be by affirmative action of the majority of the voting membership present and voting at public meetings. All meetings are to be held as open meetings as defined in Chapter 551, Texas Government Code (Texas Open Meetings Act), and the Transportation Planning Director of the MPO shall insure that the written notice of the meeting is posted at City of Laredo City Hall and Webb County Commissioners Court Building at least 72 hours prior to the meeting. Additionally, the

Vanessa Guerra

From: Vanessa Guerra
Sent: Tuesday, August 11, 2015 2:15 PM
To: Alberto Ramirez
Cc: Nathan R. Bratton; 'Martha Cantu'
Subject: RE: Modification to Bylaws and Operating Procedures w/attachment

Good afternoon Albert,

I have discussed the proposed Bylaws revision request with Nathan. The MPO's concern is that the language is not specific enough as to the number of Directors. For example, as written the language could refer any number of Directors including 2, 3, 4, 5, etc.). The MPO proposes the existing language be eliminated and the two positions be simply listed as indicated below:

State of Texas:

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

TxDOT District Engineer
TxDOT District Administrator

Please call me as soon as possible to discuss. Thank you. V.

From: Martha Cantu [mailto:Martha.Cantu@txdot.gov]
Sent: Tuesday, August 11, 2015 12:09 PM
To: Vanessa Guerra
Cc: Alberto Ramirez
Subject: Modification to Bylaws and Operating Procedures w/attachment

Sent on behalf of Alberto Ramirez, Director of TP&D

Attached please find a letter requesting modification of the Bylaws and Operating Procedures for the Laredo Urban Transportation Study under Article II, Section 2.1(a) to reflect the following title for the State of Texas.

****

Martha Cantu
Open Records Coordinator
Texas Department of Transportation
Laredo District Office
1817 Bob Bullock Loop
Laredo, Texas 78043
Office: 956.712.7420
martha.cantu@txdot.gov

Talk. Text. Crash.

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE:	**SUBJECT:** MOTION
9-21-15	Receive public testimony and initiate a ten-day public review and comment period for the proposed amendment(s) of the 2015-2018 Transportation Improvement Program (TIP) which include: A. *Addition* of a project intended to provide the preliminary engineering for the construction of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, estimated cost of schematic and environmental document is $1,016,063; and, B. *Addition* of a project intended to provide for the construction of a 5 lane rural roadway from FM 1472 to 0.1 miles east of Beltway Parkway, estimated cost of construction is $20,890,841. TIP 15-18/REV 03

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

PREVIOUS ACTION:
The MPO Policy Committee approved resolution MPO No. 2014-02 on April 24, 2014, adopting the 2015-2018 Transportation Improvement Program. On April 20th, 2015, the Policy Committee approved Resolution MPO No. 2015-03 adopting Revision 1. On July 20, 2015, the Policy approved Resolution No. MPO 2015-07 adopting Revision 2.

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

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

COMMITTEE RECOMMENDATION: Approval subject to identification of Plans, Specifications, and Estimate costs for project 2.	**STAFF RECOMMENDATION:** Approval.

2015-2018 TIP – REVISION 3

Proposed Amendments:
1. Purpose: Add project to funded projects listings in Transportation Improvement Program (TIP).

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

2015-2018 TIP – REVISION 3

2. Purpose: Add project to funded projects listings in Transportation Improvement Program (TIP).

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

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

For Informational Purposes

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

Transit Revisions: No proposed revisions at this time.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

GROUPED PROJECTS
LAREDO METROPOLITAN PLANNING ORGANIZATION
FY 2016

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

LIMITS FROM AT VARIOUS LOCATIONS ACROSS
LIMITS TO: THE CITY OF LAREDO

REVISION DATE: 11/2015
MPO PROJ NUM:

PROJECT DESCR: RETIMING OF TRAFFIC SIGNALS CITY WIDE AND ADDING OR UPGRADIN COMMUNICATION EQUIPMENT TO INCORPORATE IN TO THE ATMS NETWK

FUNDING CAT(S): 10,LC

REMARKS
P7:

PROJECT HISTORY:

TOTAL PROJECT COST INFORMATION

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

COST OF APPROVED PHASES:
$ 624,000

AUTHORIZED FUNDING BY CATEGORY/SHARE

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

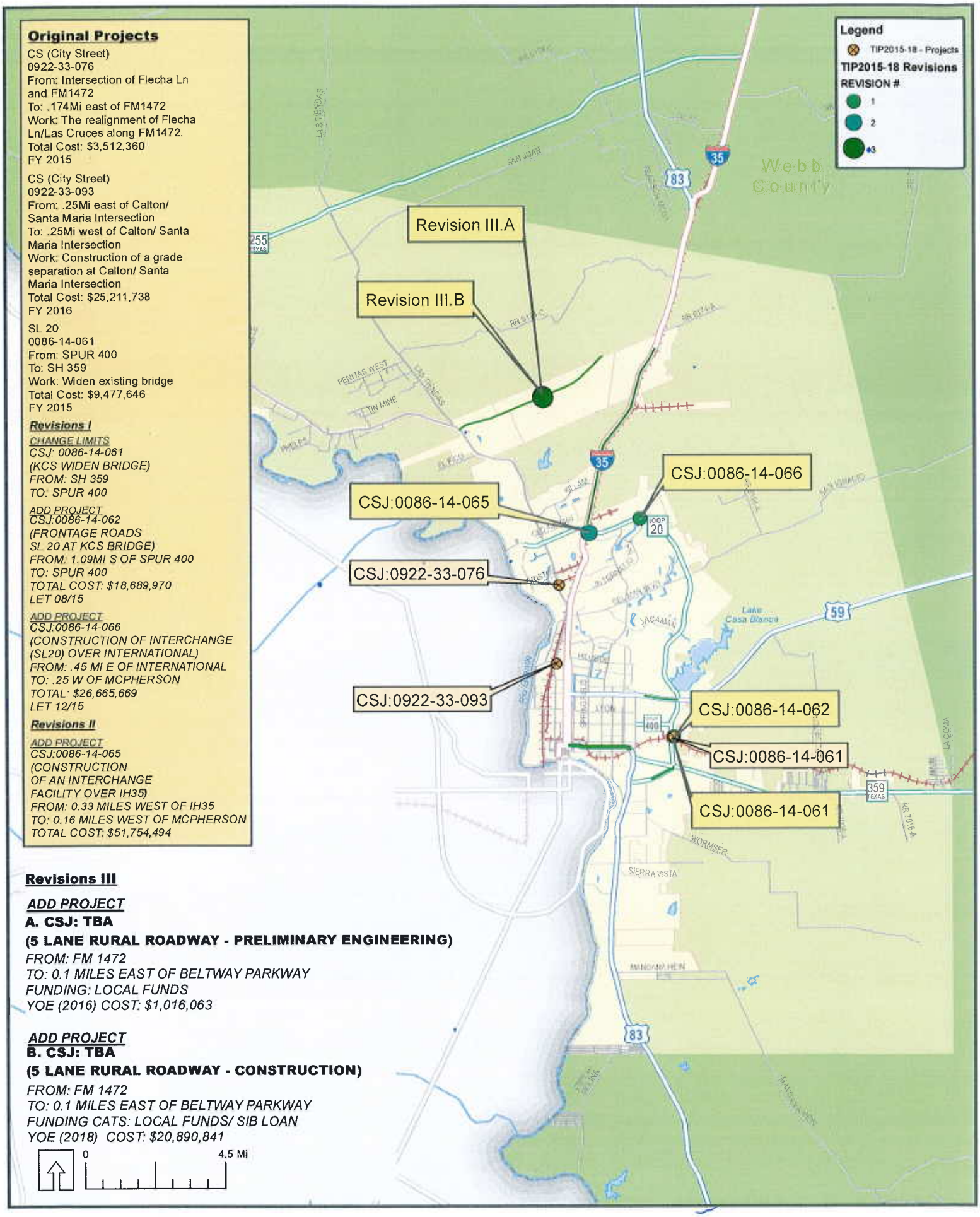
GROUPED PROJECT

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

* FUNDING NOT FIXED

FOR INFORMATIONAL PURPOSES ONLY

2015-2018 TIP
LOCATIONS OF PROJECTS FOR PROPOSED REVISIONS



Original Projects

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

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

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

Revisions I

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

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

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

Revisions II

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

Revisions III

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

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

Vanessa Guerra

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

Vanessa,

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

Robert,

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

Thanks.

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

Vanessa Guerra

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

Vanessa,

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

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

Vanessa Guerra

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

We have it grouped.

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

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

Lori

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

Does the MPO have to submit anything for this revision?

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

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

Lori

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

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

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

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

Lori

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

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

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

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE:	**SUBJECT:** A MOTION(S)
09-21-15	Receive public testimony and initiate a 10-day public review and comment period for the proposed revision(s) of the 2015-2040 Laredo Metropolitan Transportation Plan (MTP) which include: A. *Adding* a funded project intended to provide for the preliminary engineering of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, with an estimated cost for schematic and environmental document of $1,016,063; and, B. *Adding* a funded project intended to provide for the construction of a 5 lane rural roadway, from FM 1472 to 0.1 miles east of Beltway Parkway, with an estimated cost of construction of $20,890,841; and, C. *Adding a* project intended to provide the construction of 5 lane rural roadway, from 0.1 miles east of Beltway Parkway to IH-35 with an with an estimated total project cost of $ 14,544,444 with an estimated 2025 year of expenditure cost of $25,193,851; and, D. *Revising* illustrative (unfunded) project No. 7 described as Green Ranch Parkway, intended to provide for the engineering and construction of a 2 lane roadway, from FM 1472 to IH35, with an estimated total project cost of $34,100,000 such that the project will now provide for the engineering and construction of a 10 lane freeway (mainlanes and ramps), from FM 1472 to IH-35, with an estimated 2036 year of expenditure cost of $90,673,786. MTP15-40/REV 02

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

PREVIOUS ACTION:
On December 15, 2014, the Policy Committee adopted the 2015-2040 Metropolitan Transportation Plan (MTP). The Policy Committee approved revision #1 of the MTP on April 20, 2015.

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

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

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

COMMITTEE RECOMMENDATION:	**STAFF RECOMMENDATION:**
Approval subject to identification of the Plans, Specifications, and Estimate costs for project #2.	Approval.

2015-2040 MTP – REVISION 2

Proposed Amendments:
1. Purpose: Add project to funded projects listings in Transportation Improvement Program (TIP).

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

2015-2040 MTP – REVISION 2

2. Purpose: Add project to funded projects listings in Transportation Improvement Program (TIP).

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

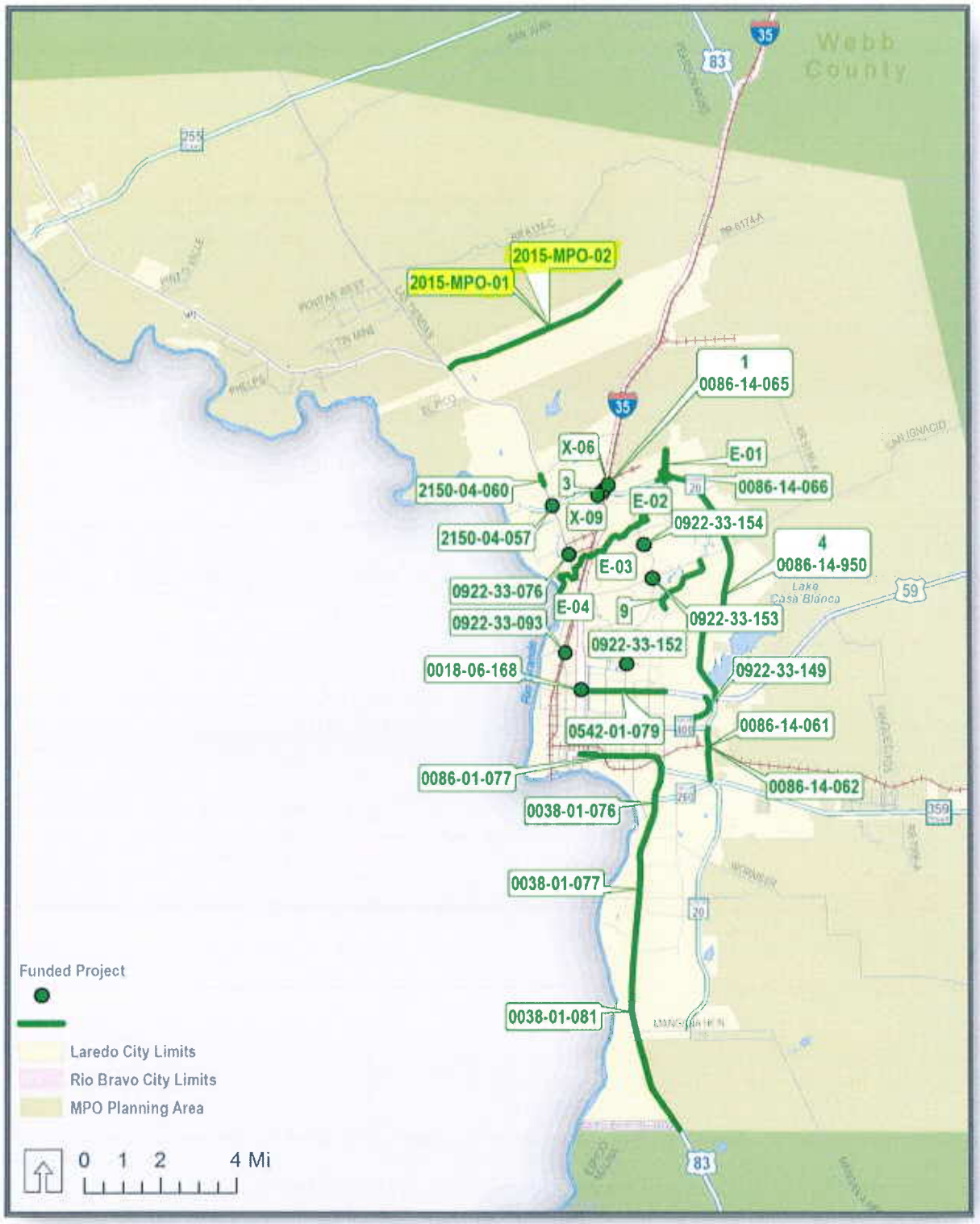
3. Purpose: Add project to Metropolitan Transportation Plan.

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

4. Purpose: Add project to Metropolitan Transportation Plan.

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

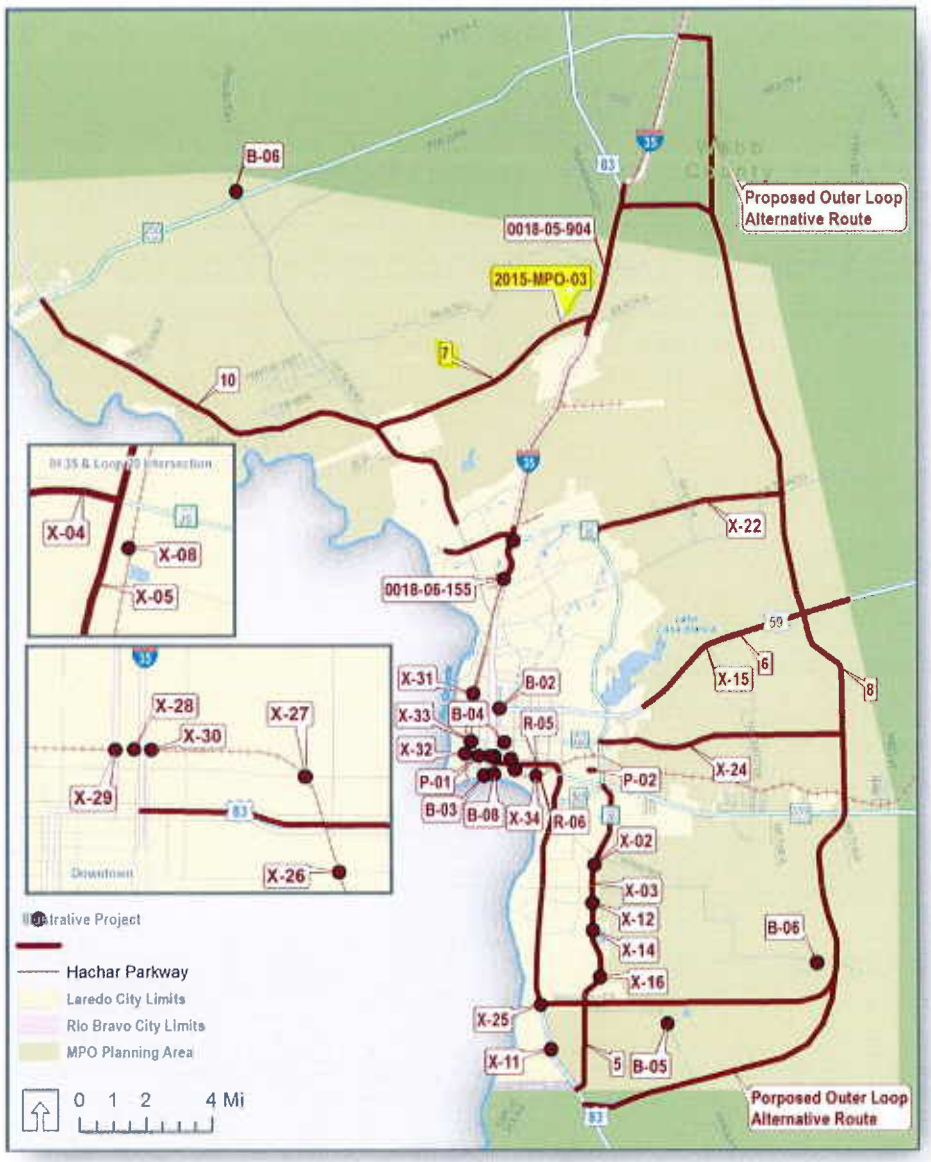
Figure 12-1: Roadway and Bicycle and Pedestrian Projects



Other Unfunded Needs

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

Figure 12-3: Illustrative Projects



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

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

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

LAREDO URBAN TRANSPORTATION STUDY
ACTION ITEM

DATE: 9-21-15	**SUBJECT:** MOTION Receive public testimony and initiate a 20 day public review and comment period for the MPO's Transportation Alternatives Program (TAP) project selection procedures.
INITIATED BY: FHWA and TXDOT	**STAFF SOURCE:** Nathan Bratton, MPO Director
PREVIOUS ACTION: None	

BACKGROUND:

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

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

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

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

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

COMMITTEE RECOMMENDATION: The LUTS Technical Committee recommends approval.	**STAFF RECOMMENDATION:** Staff recommends approval.

APPLICATION GUIDE

Transportation Alternatives Program (TAP)

2015 CALL FOR PROJECTS FOR THE LAREDO URBAN TRANSPORTATION STUDY (LUTS) METROPOLITAN PLANNING ORGANIZATION (MPO)

APPLICATIONS DUE: (to be determined)

LAREDO URBAN TRANSPORTATION STUDY
metropolitan planning organization

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

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

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

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

Project proposals should be mailed or hand-delivered to:

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

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

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

Table of Contents

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

A. PROGRAM OVERVIEW (for the Laredo MPO area)

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

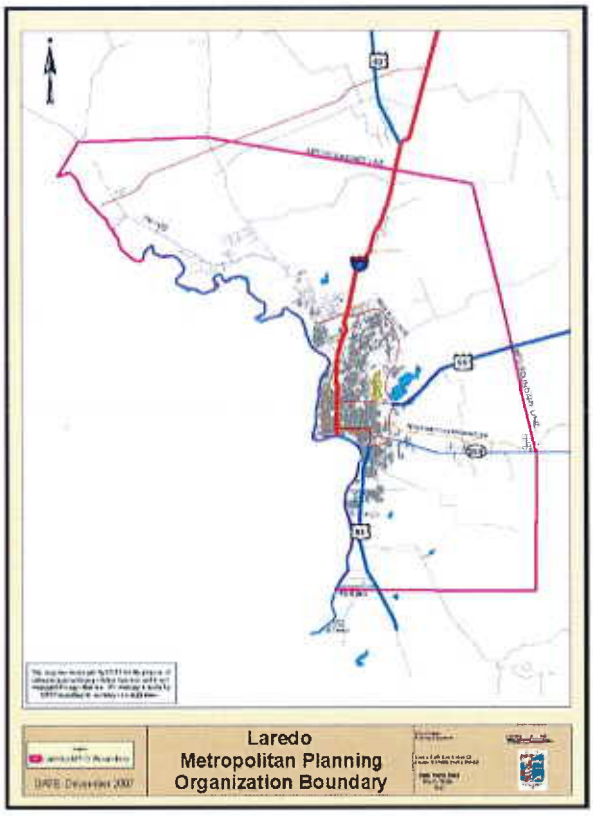
Be aware that the program rules have undergone changes since the 2012/2013 Transportation Enhancement Program Call by the Texas Department of Transportation (TxDOT).

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

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

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

Laredo Metropolitan Planning Area



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

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

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

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

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

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

- **The eligible entity project sponsor is responsible for any and all cost overruns.**

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

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

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

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

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

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

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

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

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

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

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

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

2. Urban Thoroughfares/Boulevards

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

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

A boulevard is defined as a:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

C. ELIGIBLE ENTITIES TO RECEIVE TAP FUNDS

The Eligible Entities to receive TAP funds are:

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

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

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

Target

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

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

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

Minimum Local Match Requirements

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

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

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

E. PROGRAM CALL SEQUENCE OF EVENTS

Nomination Submission to the Laredo MPO

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

Evaluation and Selection Process

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

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

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

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

F. PROJECT IMPLEMENTATION

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

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

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

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

Discussion with possible action on Hachar Road

Discussion with possible action on Mines Road

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

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

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