



MPO TECHNICAL COMMITTEE MEETING

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Meeting Date & Time: June 7th 2:30 p.m.

Meeting Location: El Metro Transit Center 1301 Farragut 3rd floor (West of Elevators)

AGENDA:

1. Chairperson to call meeting to order.
2. Discussion and recommendation on the initiation of a twenty-day public review and comment period for the draft FY 2023 Unified Planning Work Program (UPWP).
3. Discussion and recommendation on authorizing the execution of an Interlocal Agreement with the Webb County-City of Laredo Regional Mobility Authority to share the cost associated with the River Road Corridor Study.
4. Discussion and recommendation on exploring the feasibility of a Transportation Reinvestment Zone (TRZ) in North Laredo-Webb County along FM 1472. (Item requested by Mayor Saenz for MPO Policy Committee meeting).
5. Update on the upcoming MPO Policy Committee meeting draft agenda.
6. Discussion of old or new business.
7. Adjournment.

FY 2023 UNIFIED PLANNING WORK PROGRAM (UPWP)

DRAFT



LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION

Transportation Management Area (TMA)

AIR QUALITY STATUS:
Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Approved by the Policy Committee on: _____
Revised: _____

Federal Approval: _____
Revised: _____

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I. INTRODUCTION

The Federal Aid Highway Act of 1962 promulgated the requirement that all urban areas of 50,000 or more population develop and maintain a comprehensive, cooperative, and continuing (3-C) transportation planning process. The process would establish a transportation plan and provide the procedure by which it would be maintained and revised on a continuing basis.

In July 1979, the Governor of Texas designated Laredo Urban Transportation Study (LUTS) Steering Committee as the MPO for the Laredo urbanized area. In February 2020, The Policy Committee approved the amendment of the MPO Bylaws to change the name of the MPO from Laredo Urban Transportation Study (LUTS) to the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO).

A. PURPOSE

The Unified Planning Work Program (UPWP) is the instrument that serves as the document for coordinating and identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process for Laredo, Texas and portions of Webb County. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. This UPWP is a one-year transportation planning work program which describes in detail transportation planning programs, and activities to be performed in LWCAMPO for the FY 2023. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, the Laredo MPO prepares this UPWP with input from federal, state and local jurisdictions, and transportation providers in the region.

The MPO's Unified Planning Work Program (UPWP) will comply with all applicable federal and state regulations. Several transportation bills have been implemented in the past. These include the following:

- **ISTEA**—The Intermodal Surface Transportation Efficiency Act of 1991, which emphasized the efficiency of the intermodal transportation system.
- **TEA-21**—The Transportation Equity Act for the 21st Century, signed by the President in 1998, builds on the initiatives established in ISTEA with a particular focus on equity through access, opportunity, and fairness.
- **SAFETEA-LU**—The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, was enacted in 2005 authorizing the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009.
- **MAP-21**—The Moving Ahead for Progress in the 21st Century Act, was enacted in 2012 and created a streamlined and performance-based surface transportation program and builds on many of the highway, transit, bike, and pedestrian programs and policies established in 1991.
- **FAST Act**—The Fixing America's Surface Transportation Act, was passed in 2015 covering a 5-year period and was the first Federal law in over ten years to provide long-term funding certainty for surface transportation (for fiscal years 2016 through 2020). The FAST Act continues the Metropolitan Planning Program and authorizes \$305 billion for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs.

FAST Act Planning Factors

FAST Act contains ten (10) planning factors that should be considered when developing plans and programs. The work tasks contained in this UPWP have considered the following areas, some more directly than others:

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 accessibility and mobility of 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, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

Further, the work tasks consider the federal performance goals (23 USC § 150.b) in the following seven areas:

1. **Safety:** achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition:** maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction:** achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability:** improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability:** enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays:** 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 agency work practices.

Performance Management

MAP-21 instituted Performance Management to provide greater accountability and transparency and help achieve the most efficient and effective investment of transportation resources. The FAST Act continued MAP-21's overall performance management approach, within which States invest resources in projects that collectively will make progress toward national goals.

The U.S. Secretary of Transportation in consultation with stakeholders establishes performance measures to chart progress toward accomplishment of national goals established in MAP-21: safety, infrastructure condition, interstate system condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduced project delivery delays. Performance targets established by the State and MPO will be based on national performance measures and will improve decision making through performance-based planning and programming.

The FAST Act adjusts the timeframe for States and metropolitan planning organizations to make progress toward meeting their performance targets under the National Highway Performance Program and clarifies the significant progress timeline for the Highway Safety Improvement Program performance targets.

The MPO believes in the proactive involvement of citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties in the development and updates of transportation plans and programs. The Laredo MPO has a Public Participation Plan (PPP) intended to provide an opportunity for meaningful, active, ongoing public participation and involvement for citizens, groups, agencies, and public providers of transportation. The Laredo MPO conducts all planning activities in accordance with the adopted (PPP).

The MPO continues to engage interested parties during the development of the Public Participation Plan (PPP), and the short-term and long-term transportation plans. Per 23 CFR 450.316, interested parties such as those listed below, shall have reasonable opportunities to comment on projects of the short-term and long-term transportation plans:

- Affected public agencies
- Freight shippers
- Private providers of transportation services
- Representatives of public transportation employees
- Representatives of the disabled
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Other interested parties The MPO continues to consult and cooperate with federal, state, and local agencies and tribal nations responsible for land use, natural resources, and other environmental issues during the adoption of long and short-term plans. The MPO consults with agencies responsible for historic preservation, natural resource conservation, environmental protection, and land use management, as appropriate, in the development of the short and long-term transportation plans.

B. DEFINITION OF AREA

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

C. ORGANIZATION

The Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO) is governed by the Policy Committee established in accordance with adopted MPO Bylaws. The Policy Committee is the MPO body that holds review and decision-making authority over transportation planning efforts undertaken by the MPO. The Committee is chaired by the Mayor of the City of Laredo and includes as voting members: three members from the City of Laredo, City Council (including two members representing the City of Laredo, and one Councilman representing the Laredo Mass Transit Board), the Laredo TxDOT District Engineer, the Webb County Judge, two Webb County Commissioners, and one Member at Large. The State Senator for District 21, the State Representative for District 80 and the State Representative for District 42 serve as non-voting, ex-officio members. The MPO Technical Committee responsibilities include professional and technical review of work programs, policy recommendations and transportation planning activities. A list of the Technical Committee and Policy Committee Membership is provided in Appendix A.

The Title VI/EJ Working Group is comprised of 9 members, including representatives of the City of Laredo, the MPO, TxDOT, transit and the County Planning Department. The Group's purpose is to assist the MPO in improving data collection, monitoring and analysis to ensure that transportation related programs and policies do not have a disproportionately high and adverse human health or environmental effects on minority and low-income populations. The City of Laredo staff providing service and support to the MPO include: the Director, 3 planners, an administrative secretary, and administrative assistant, an accountant and others as may be required.

Metropolitan Planning Organization

The Laredo Webb County Area MPO, in cooperation with the TxDOT, Webb County/City of Laredo Regional Mobility Authority (WC-CL RMA), mass transit operators, planning agencies and local governments is responsible for carrying out and maintaining the urban transportation planning process to include:

1. Cooperative decision-making, principally, by elected officials of local governments.
2. Unified Planning Work Program (UPWP),
3. Transportation Improvement Program (TIP),
4. Metropolitan Transportation Plan (MTP), and
5. Congestion Management Process (CMP).

The MPO also executes contracts and/or agreements necessary to carry out the work outlined in the UPWP. In addition, the MPO develops and maintains transportation databases and analytical tools.

MPO staff has the following general responsibilities:

1. Provide staff support to the Policy Committee, the Technical Committee, and sub-committees;
2. Review and report on items on the agenda(s) for the Policy Committee, the Technical Committee, and other appropriate committees;
3. Coordinate and perform the planning and data collection activities contained in the UPWP;
4. Prepare and submit an annual budget outlined in the UPWP for approval;
5. Receive and review all bills from consultants that the MPO has contracted with to perform work outlined in the UPWP;
6. Submit requests for reimbursement to the appropriate federal and/or state agencies for work performed according to the UPWP;
7. Prepare and submit grant applications for federal/other assistance in transportation planning, and related fields, as appropriate;
8. Prepare and submit the annual performance and expenditure report and annual project listing;
9. Coordinate the activities for the development and maintenance of the Unified Planning Work Program, the long-range metropolitan transportation plan and the Transportation Improvement Program;
10. Refine and maintain a process for engaging the public in the transportation planning process;
11. Perform any other administrative duties as required by the Policy Committee; and,
12. Ensure compliance with Title VI Civil Rights, Environmental Justice and other federal requirements related to the MPO's operations, activities and programs.

D. PRIVATE SECTOR INVOLVEMENT

The private sector is encouraged to participate in the development of all transportation programs and plans including the TIP and MTP development. Staff also maintains and periodically updates a list of consultant firms that provide transportation planning services.

E. PLANNING ISSUES AND EMPHASIS

Planning Issues

Roadways and Livability - System capacity issues will pose a major challenge in light of expected population and freight movement growth levels. However, while investments are made in transportation infrastructure, the safety and livability of communities in the Laredo MPO should be considered.

- **Population** - The City of Laredo is the third most populated U.S. city on the U.S.-Mexico border. The city has a population of over 250,000. The cross-border Laredo-Nuevo Laredo Metropolitan Area has an estimated population of over 650,000. Based upon the most recently developed estimates, the population is expected to grow by more than 50 percent between the years 2018 and 2045, with an estimated population of approximately 419,000 people. The number of jobs in the Laredo MPO region are also expected to grow by more than 50 percent over the next 25 years. Growth in the past has been accommodated mainly thorough sprawl. The City of Laredo recognizes that for many reasons this type of growth is unsustainable. In order to plan for future growth in the region—a considerable share of which is expected to occur through infill and redevelopment—a more efficient allocation of

transportation resources should be considered. There is an increased desire for multi-modal transportation alternatives, but facilities for walking, biking, and other options are lacking.

Data from current MTP:

Table 2-6: Laredo MPO Employment Forecasts

Forecast Year	Forecast Employment
2018	105,267
2030	133,613
2040	166,083
2045	180,009

Source: TxDOT-TPP 2008 Validated Travel Demand Model

- **Freight** - Recent projections indicate that the trade values of all outbound, inbound or internal types of freight movement are projected to be more than double than the current levels. Said growth will continue to add capacity burdens on the network.
- **Transit** - Key issues facing the transit system in the upcoming years include: more customers, more service needs, and less funding.
- **More customers** - Population projections show a growing transit dependent population, especially in growth areas in south Laredo.
- **More service needs** – The Comprehensive Operational Analysis (COA) of El Metro final report from December 2021, provided a great opportunity to understand the challenges facing El Metro today and developed recommendations to improve the system’s service, efficiency, and effectiveness and prepare Laredo for a bright future.

In light of all of the above, careful and effective transportation planning and investment will be critical to providing for the area’s future transportation needs while balancing the livability of communities.

Previous Emphasis Areas

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in a memorandum to Metropolitan Planning Organizations, dated March 18, 2015, jointly issued Planning and Emphasis Areas (PEAs). The PEAs are topical areas in planning that FHWA and FTA want to emphasize as MPOs develop work task associated with PEAs in the UPWP. The PEAs include:

- **MAP-21 Implementation - Transition to Performance Based Planning and Programming.** Performance based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Relevant UPWP work tasks include working with local planning partners to identify ways to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for metropolitan areas, and reporting actual system performance related to those targets. The Laredo MPO uses scenario planning through the Travel Demand Model process to develop the Laredo Metropolitan Transportation Plan.
- **Regional Models of Cooperation - Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO, and State Boundaries.** The Laredo MPO will continue to work with its planning partners to improve the effectiveness

of transportation decision-making by thinking beyond traditional borders and adopting a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination between the Laredo MPO, TxDOT, El Metro, area providers of public transportation, and the Regional Mobility Authority (RMA) can reduce project delivery times and enhance the efficient use of resources. The Laredo MPO will periodically revisit its metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication between TxDOT, the Laredo MPO and local area transit providers to improve collaboration, policy implementation, technology use, and performance management.

- ***Ladders of Opportunity - Access to essential services.***

The Laredo MPO will continue to work with TxDOT, and the local area transit providers, as part of the transportation planning process to identify transportation connectivity gaps in accessing essential services. Essential services include employment, health care, school/education, and recreation. At the behest of the local transit provider, the Laredo MPO UPWP routinely includes the development of transit related studies, including the development of a five-year plan, a bus/rapid transit feasibility study, and a paratransit and Americans with Disability Act compliance study. The Laredo MPO will also periodically evaluate the effectiveness of its public participation plan (PPP) for engaging transportation-disadvantaged communities in the transportation decision making process. The Laredo MPO also works with its planning partners to assess the need and availability of pedestrian and bicycle facilities in the study area. Furthermore, through the Active Transportation Committee, the MPO will continue working on the implementation of the recommendations provided by the Active Transportation Plan.

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's Sustainable Transportation or FTA's Transit and Sustainability Webpages for more information.

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (**Advancing Racial Equity and Support for Underserved Communities**) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists,

transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD’s facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways

on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination.

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources.

Data in Transportation Planning.

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use

of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

II. TASK 1.0 – ADMINISTRATION & MANAGEMENT

A. OBJECTIVE

To accomplish, on a continuing basis, the plans and programs necessary to administer Federal transportation planning requirements and maintain the “3-C” transportation planning process in and for the Laredo and Webb County Metropolitan Organization’s planning area.

B. EXPECTED PRODUCTS

The operation of the Metropolitan Planning Organization including the following:

1. Administration of the LWCAMPO to include the updating of existing or the completion of new plans, studies, and reports.
2. Fulfillment of planning objectives.
3. Supply/Equipment purchases
4. Compliance with state and federal requirements.
5. Maintenance, updates and dissemination of the Public Participation Plan (PPP) and Title VI Program and Environmental Justice (EJ) material(s).
6. Continuation of a proactive public involvement process.
7. Maintenance of LWCAMPO Website and Social Media.

C. PREVIOUS WORK

Staff performed general administrative functions for the operation of the Organization to include the coordination of public meetings as required by FHWA, FTA, the State and local government in the development of transportation planning documents, and reports. Both, the Technical and Policy Committee meetings were held on an ongoing basis to make appropriate revisions to documents and approve programs including the maintenance of the PPP, development of the UPWP, updated of the TIP, Title VI Civil Rights, Environmental Justice, and Limited English Proficiency Plans, professional development training, Planning agreement revision and, as well as the implementation of the Bylaw/policy amendments. Staff attended several meetings, workshops and conferences such as the Texas American Planning Association Conference, the Inner City Housing SUMMIT, the TxDOT Transportation Planning Conference and other workshops. Staff made several presentations at public meetings. Staff updated and implemented policies to maintain the “3-C” Planning Process.

Due to health concerns resulting from the ongoing Covid-19 pandemic, some Committee meetings were held in virtual format for the first half of the fiscal year. Outreach materials were revised to make the public aware of the change in format, and gave direction on how to view the meetings, participate and/or send in comments. A phone number was also posted during the meetings to allow public phone-in participation. In person Policy Committee meetings were resumed in June of 2021. In person Technical Committee meetings resumed in September of 2021. Active Transportation Committee meetings continued to be held virtually. Staff prepared all materials and coordinated 11 Policy Committee meetings, 11 Technical Committee meetings, 1 MPO Joint Workshop, and 7 Active Transportation Committee meetings to discuss and coordinate work efforts.

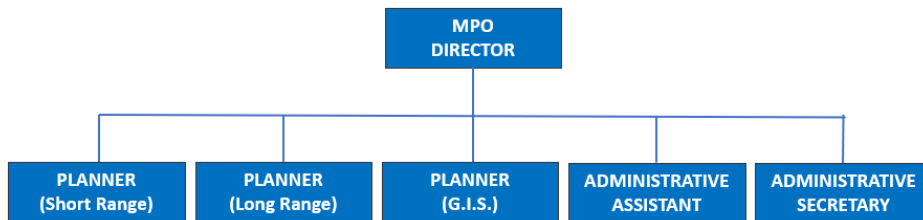
D. SUBTASKS

SUBTASK 1.1 - Regional Planning and Administration.

This includes program administration, record keeping, and monitoring completion of UPWP projects, audit, preparation of reports, interagency coordination, facilitating citizen participation, and preparation of meeting minutes. In addition, staff will be hired, trained, and developed to complete regional plans, studies, and reports. (Routine work effort – carried over from previous year).

In previous years, the MPO staff consisted of only one planner and one administrative assistant, which limited their role to administration and primarily utilize consultants for all other planning activities. The MPO has increased the number of employees by hiring 2 additional Planners and has utilized City of Laredo staff to temporarily fulfill the role of unfilled positions. Throughout these additions, the MPO has accomplished all the required administrative duties as well as significant cost savings and time reductions (over hiring consultants). This has also led to better planning outcomes where expertise is maintained in-house such as the maintenance and update of the MPO’s website, the implementation of the Active Transportation Plan recommendations and the continued participation of the Active Transportation Committee.

The MPO has been undergoing a process review as part of efforts to create a full-time Director position for the MPO. Previously, the City of Laredo (Fiscal Agent) Planning Director served as the half-time Director to the MPO. An Interim Director was appointed by the Policy Committee in May 2021. The MPO Bylaws were officially changed in September 2021 to create a full-time MPO Transportation Planning Director. As part of the process review, the MPO has been working with Texas A&M Transportation Institute (TTI), TxDOT, and the Fiscal Agent to coordinate changes to the existing Planning Agreement. These efforts will result in the hiring of a full-time permanent MPO Transportation Planning Director. The organizational chart has been updated in the FY 2022 UPWP to reflect current and proposed staff changes. As of the end of FY 2021, the MPO staff team consisted of a staff of 6, which includes an Interim Director, 3 Transportation Planners, 1 Administrative Assistant, and 1 Administrative Secretary.



The MPO may continue utilizing City of Laredo staff or to enter into contracts for private consultants in an effort to reach the goals of the MPO. For fiscal year 2023, the MPO will consider the possibility of issuing an RFP to select a General Planning Consultant to help with the MPOs technical activities and tasks outlined in this UPWP.

SUBTASK 1.2 - Travel, training, equipment, furnishings, and supplies.

This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops. This activity includes all equipment, furnishings, and supplies needed by personnel filling

MPO staff roles. All computer hardware, software, and equipment expenditures of Federal Planning funds over \$5,000 will receive prior approval from FHWA. The MPO intends to register planning staff for the Texas APA Conference in October 2022. The MPO will also consider having committee members and staff attend other conferences such as the National Planning Conference held by the American Planning Association. Additionally, staff may also attend the ESRI User Conference as well as other ESRI seminars. For out of state travel, the MPO will seek prior TxDOT (TPP) approval. (Routine work effort).

E. FUNDING & PARTICIPATION SUMMARY

Task 1.0 - ADMINISTRATION & MANAGEMENT - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
1.1	LWCAMPO	\$ 550,000	\$ 0	\$ 0	\$ 550,000
1.2	LWCAMPO	\$ 50,000	\$ 0	\$ 0	\$ 50,000
TOTAL		\$ 600,000	\$ 0	\$ 0	\$ 600,000

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

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

Provide updated information, demographic data and analysis to support the Metropolitan Planning Organization's planning efforts.

B. EXPECTED PRODUCTS

The expected products include an enhanced and regularly updated website with online interactive maps and data to help with performance-based planning and programming. MPO staff will continue to create and maintain databases including traffic crash locations, roadway network information, bicycle counts, and demographic data. In addition, data and mapping support will be provided for MPO plans, studies, and reports.

C. PREVIOUS WORK

Staff updated MPO website to provide access to meeting agendas, packets, and publications as they became available. It was also regularly updated with online data and maps. Project maps were developed, retrieved and or printed as new projects were approved or considered. Staff continued to work with TxDOT and Texas Transportation Institute representatives in the development of the 2013-2045 Travel Demand Model to be used in the development of the 2020-2045 MTP. Data and mapping support was provided for plans, studies, and reports such as the Active Transportation Plan and other MPO activities.

D. SUBTASKS

SUBTASK 2.1 - General Data Administration.

This subtask allows for planning and administrative activities related to data development, maintenance, procurement, and contract management for the developing related performance measures and the following activities: (To be conducted as routine work effort, by consultants, or by contracted personnel if needed)

- a) General GIS: Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting Laredo MPO programs; maintenance of the demographic and modeling databases of the MPO; develop and maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; support MPO staff in the creation of plans, studies, and reports. (Routine work effort)
- b) Demographic Forecasting: Create a database of population and demographic statistics for the Laredo MPO and develop projections to be utilized for the MPO planning effort. (Routine work effort)
- c) Travel Demand Modeling: Coordinate with TxDOT on development and maintenance of updated travel demand models to be used for the TIP and other plans; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities. (Routine work effort)

E. FUNDING & PARTICIPATION SUMMARY

Task 2.0 - DATA DEVELOPMENT AND MAINTENANCE - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
2.1	LWCAMPO	\$ 50,000	\$ 0	\$ 0	\$ 50,000
TOTAL		\$ 50,000	\$ 0	\$ 0	\$ 50,000

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

IV. TASK 3.0 - SHORT RANGE PLANNING

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

The MPO will develop and/or revise as necessary the UPWP, the TIP, the MPO By-Laws, the Limited English Proficiency Plan (LEP), Title VI documentation and the Public Participation Plan. Staff will continue to address the recommendations resulting from the formal certification review conducted in 2020. MPO staff will also update the project selection criteria and Call for Projects process. Additionally, the MPO will continue to provide staff support to MPO committees, and will assist in implementation activities related to the MTP and Active Transportation Plan.

C. PREVIOUS WORK

MPO Staff assisted in the continued revision of the 2021-2024 TIP and the development of the 2023-2026 TIP. Staff also assisted in the development and revision of previous year UPWP. In June of 2016, the Office of Civil Rights notified MPO Staff the Laredo MPO had demonstrated good faith efforts in meeting the requirements of the Title VI review. Staff developed a Limited English Proficiency Plan which was adopted and implemented in accordance with federal and state guidelines. In April of 2020, 3 projects including the Mier/Plum Street Shared Use Paths, 9 Bus Stop Rehabilitation, and the East Chacon Creek Hike and Bike Trail Project were awarded TAP funds. In 2021, the Active Transportation Committee was formed to help improve and promote active modes of mobility within the MPO boundary; staff helped in the creation of the committee and has continuously helped coordinate its activities and with implementing the recommendations of the Active Transportation Plan. Staff has initiated the Public Participation Plan update and is expected to be completed in FY 2022.

D. SUBTASKS

SUBTASK 3.1 - General Administration.

This subtask allows for MPO staff support for administrative activities related to short range planning, including the development and management of agency contracts; procurement, development and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3. Specific activities will include, but are not limited to the update and/or revision of (TIP), UPWP, Bylaws, the Public Transportation Agency Safety Plan (PTASP), the Public Participation Plan, the Limited English Proficiency Plan, and Title VI documents. This subtask also includes public outreach activities such as video production, developing website information, writing articles, developing other printed materials, and public meeting facilitation as needed. (Routine work effort)

SUBTASK 3.2 - Planning Assistance.

This subtask will allow the MPO staff to provide planning assistance to entities within the MPO planning area boundary such as El Metro Transit, City of Laredo, Webb County, and City of Rio Bravo. This may include items such as data sharing, mapping, and general transportation planning activities. An example of this task is the MPO's collaboration with the City of Laredo Planning Department to update the Future Thoroughfare Plan for Laredo. This task will also include transit planning activities to support El Metro and can include grant development support and technical assistance.

E. FUNDING & PARTICIPATION SUMMARY

Task 3.0 - SHORT RANGE PLANNING - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
3.1	LWCAMPO	\$ 5,000	\$ 0	\$ 0	\$ 5,000
3.2	LWCAMPO	\$ 15,000	\$ 0	\$ 0	\$ 15,000
TOTAL		\$ 20,000	\$ 0	\$ 0	\$ 20,000

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

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

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

Staff expects to assist in the continual revision of the existing Metropolitan Transportation Plan (MTP) as well as the development of the updated plan to conform to state and federal requirements, particularly those of the FAST Act. This will include working with TTI and TxDOT to update the Travel Demand Model. Additionally, the CMP will be updated as needed in preparation for the next MTP update.

C. PREVIOUS WORK

Staff assisted in the continuous revision of the 2020-2045 Laredo Metropolitan Transportation Plan which was adopted on January 21, 2020.

D. SUBTASKS

SUBTASK 4.1 - 2020-2045 Laredo Metropolitan Transportation Plan (MTP).

The current 2020-2045 MTP and TIP will continue to be reviewed and amended in order to comply with the Fixing America’s Surface Transportation (FAST) Act requirements as needed. Specifically, the review and amendments will address and achieve conformity with all FAST Act requirements. The existing MTP will also be updated to conform to state and federal requirements. Staff will continue to monitor the implementation of the MTP and assist with any necessary amendments to the MTP. (To be conducted as routine work effort or by consultant if needed).

SUBTASK 4.2 - Preparation for the 2025-2050 MTP Update.

MPO staff will develop a project task list and schedule related to the upcoming MTP update and will evaluate which tasks will be performed internally and which will be carried out by consultants. This subtask will entail updating the Travel Demand Model and CMP with the assistance of consultants if needed. As part of this subtask, the MPO will work closely with TxDOT and other stakeholders to

develop a conceptual future regional transportation network that will factor in critical connections, especially as new interstates are designated in the Laredo metropolitan area. This will entail identifying key locations for future highway interchanges, multi-modal options, and incorporation of new technologies. Through this task, the MPO in collaboration with TxDOT and other stakeholders will identify specific studies necessary to create a regional transportation network with efficient and seamless connectivity. (To be conducted as routine work effort or by consultant if needed).

E. FUNDING & PARTICIPATION SUMMARY

Task 4.0 - METROPOLITAN TRANSPORTATION PLAN / LONG RANGE PLAN - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
4.1	LWCAMPO	\$ 25,000	\$ 0	\$ 0	\$ 25,000
4.2	LWCAMPO	\$ 100,000	\$ 0	\$ 0	\$ 100,000
TOTAL		\$ 125,000	\$ 0	\$ 0	\$ 125,000

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

VI. TASK 5.0 - SPECIAL STUDIES

A. OBJECTIVE

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

B. EXPECTED PRODUCTS

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

C. PREVIOUS WORK

In FY 15, the 2015-2040 MTP, the TMA Certification Project, and the Congestion and Delay Study were completed. The Congestion Management Process (CMP) network and performance measures were adopted.

The Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO), in coordination with Laredo Transit Management Inc. (LTMI), locally known as El Metro, awarded a contract for the development of a Comprehensive Operational Analysis (COA) study of El Metro’s service and operations. The study evaluated both the current fixed route and paratransit bus service, and provided recommendations to address current and future service needs including but not limited to the

realignment of existing services, proposal of new routes, optimal locations for transit hubs, discontinuation and/or reduction of non-productive routes/service, and the identification of preferred methodology for the on-going evaluation of the fixed route system, staffing and administration. The study provided recommendations to improve the system's service, efficiency, effectiveness, and connectivity and it was completed in 2022. (Work was conducted by Consultant).

D. SUBTASKS

SUBTASK 5.1 - Long Range Freight Mobility Plan.

This study will evaluate freight movement in the study area in order to identify freight mobility needs and challenges, develop goals and objectives to improve goods movement, evaluate the impact of freight movement on the regional economy, identify freight transportation facilities and investments necessary for economic growth, define freight policies and programs, and provide recommendations for short, mid-range and long-term recommendations for infrastructure improvements. This study will serve as an investment guide for freight mobility improvements in the region. It is intended that staff will primarily be responsible for overseeing the development of the plan. However, consultants may be utilized to provide technical assistance to develop the plan. (To be conducted as routine work effort or by consultant if needed).

SUBTASK 5.2 – Downtown Railroad Grade Separation Feasibility Study.

This feasibility study will help identify, evaluate, and plan for a potential roadway and non-motorized pedestrian/bicycle grade separation in downtown Laredo along the Kansas City Southern railroad. The study will consist of identifying the best alternative for a grade separation, while carefully considering the character and needs of the surrounding community and ensuring the least possible impact to residents in the area. (To be conducted by consultant).

SUBTASK 5.3 - Sidewalk Gap Analysis.

This study will help identify existing gaps in the current sidewalk network to help local officials prioritize strategic improvements based on key criteria. The sidewalk gap analysis is a recommendation of the Laredo & Webb County Active Transportation Plan adopted by the City of Laredo in February 2021. This study will entail collection of data to develop an inventory of sidewalks and network gaps, the development of prioritization criteria for sidewalk improvements, and recommendations. (To be conducted as routine work effort or by consultant if needed).

SUBTASK 5.4 - Bus Rapid Transit Study.

This study is intended to evaluate the existing transit system and demographic forecasts to assess the feasibility of implementing bus rapid transit service along selected corridors that will help improve regional mobility and reduce congestion. (To be conducted by consultant).

SUBTASK 5.5 - Resiliency Study.

This study is intended to assess the current transportation system's vulnerabilities to major transportation incidents or weather-related hazards, the existence of alternative routes, and ability to recover. The MPO is working on requesting TTI assistance to develop a more detailed scope for this study that will help advance FHWA's efforts in working with MPOs to consider resilience in the transportation planning process. (To be conducted by consultant).

SUBTASK 5.6 – Participation in River Road Corridor Study.

This study is intended to develop a final alignment of the River Road project identified in the 2020-2045 Metropolitan Transportation Plan and determine traffic benefits for the surrounding area. The study will investigate two possible alignment routes and a No-Build option. This study will be conducted by a General Engineering Consultant procured by the Webb County City of Laredo Regional Mobility Authority (WC-CL RMA). The MPO plans to participate in this study through an interlocal agreement with the WC-CL RMA by sharing 50% of the cost associated with the River Road Corridor Study. The total cost of the study is \$250,000 with the MPO and the WC-CL RMA each contributing \$125,000. (To be conducted by consultant).

E. FUNDING & PARTICIPATION SUMMARY

Task 5.0 SPECIAL STUDIES - FY 2022

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
5.1	LWCAMPO	\$ 100,000	\$ 0	\$ 0	\$ 100,000
5.2	LWCAMPO	\$ 75,000	\$ 0	\$ 0	\$ 75,000
5.3	LWCAMPO	\$ 50,000	\$ 0	\$ 0	\$ 50,000
5.4	LWCAMPO	\$ 200,000	\$ 0	\$ 0	\$ 200,000
5.5	LWCAMPO	\$ 50,000	\$ 0	\$ 0	\$ 50,000
5.6	LWCAMPO	\$ 125,000	\$ 0	\$ 0	\$125,000
TOTAL		\$ 600,000	\$ 0	\$ 0	\$ 600,000

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

LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION – FY 2022

UPWP Task	Description	TPF¹ Funds	FTA Sect. 5307	Local	Total Funds
1.0	Management & Administration	\$ 600,000	\$ 0	\$ 0	\$ 600,000
2.0	Data Development and Maintenance	\$ 50,000	\$ 0	\$ 0	\$ 50,000
3.0	Short Range Planning	\$ 20,000	\$ 0	\$ 0	\$ 20,000
4.0	MTP / Long Range Plan	\$ 125,000	\$ 0	\$ 0	\$ 125,000
5.0	Special Studies	\$ 600,000	\$ 0	\$ 0	\$ 600,000
TOTAL		\$ 1,395,000	\$ 0	\$ 0	\$ 1,395,000

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

FY 2021-2022 Combined Transportation Planning Funds ²	\$ 562,039
<u>Estimated Unexpended Carryover³</u>	<u>\$ 1,727,095</u>
TOTAL TPF	\$ 2,289,134
<u>Total TPF Programmed</u>	<u>\$ 1,395,000</u>

² Estimate based on prior years' authorizations

³ The accounting below provides the estimated unexpended carryover for FY 2019-2020 (as shown above).

FY 2020-2021 Unexpended Carryover	\$ 1,719,979
<u>FY 2021-2022 Combined Transportation Planning Funds</u>	<u>+ \$ 562,039</u>
<u>FY 2021-2022 Expenditures (estimated)</u>	<u>- \$ 554,923</u>
FY 2021-2022 Unexpended Carryover (estimated)	\$ 1,727,095

VII. APPENDICES

APPENDIX A

POLICY COMMITTEE MEMBERSHIP

VOTING MEMBERS		
Honorable Pete Saenz	Mayor – Committee Chairman	City of Laredo
Honorable Tano E. Tijerina	Judge – Vice Chairman	Webb County
Honorable Ruben Gutierrez, Jr.	Councilmember	City of Laredo
Honorable Dr. Marte A. Martinez	Councilmember	City of Laredo
Honorable Vanessa Perez	Councilmember	Laredo Mass Transit Board
Honorable John Galo	Commissioner	Webb County
Honorable Jesse Gonzalez	Commissioner	Webb County
Humberto “Tito” Gonzalez, Jr. P.E.	Member At Large	Private
David Salazar, P.E.	District Engineer	TxDOT
EX-OFFICIO NON-VOTING MEMEBERS		
Honorable Judith Zaffirini	Senator - District 21	State of Texas
Honorable Richard Raymond	Representative - District 42	State of Texas
Honorable Tracy O. King	Representative- District 80	State of Texas

TECHNICAL COMMITTEE MEMBERSHIP

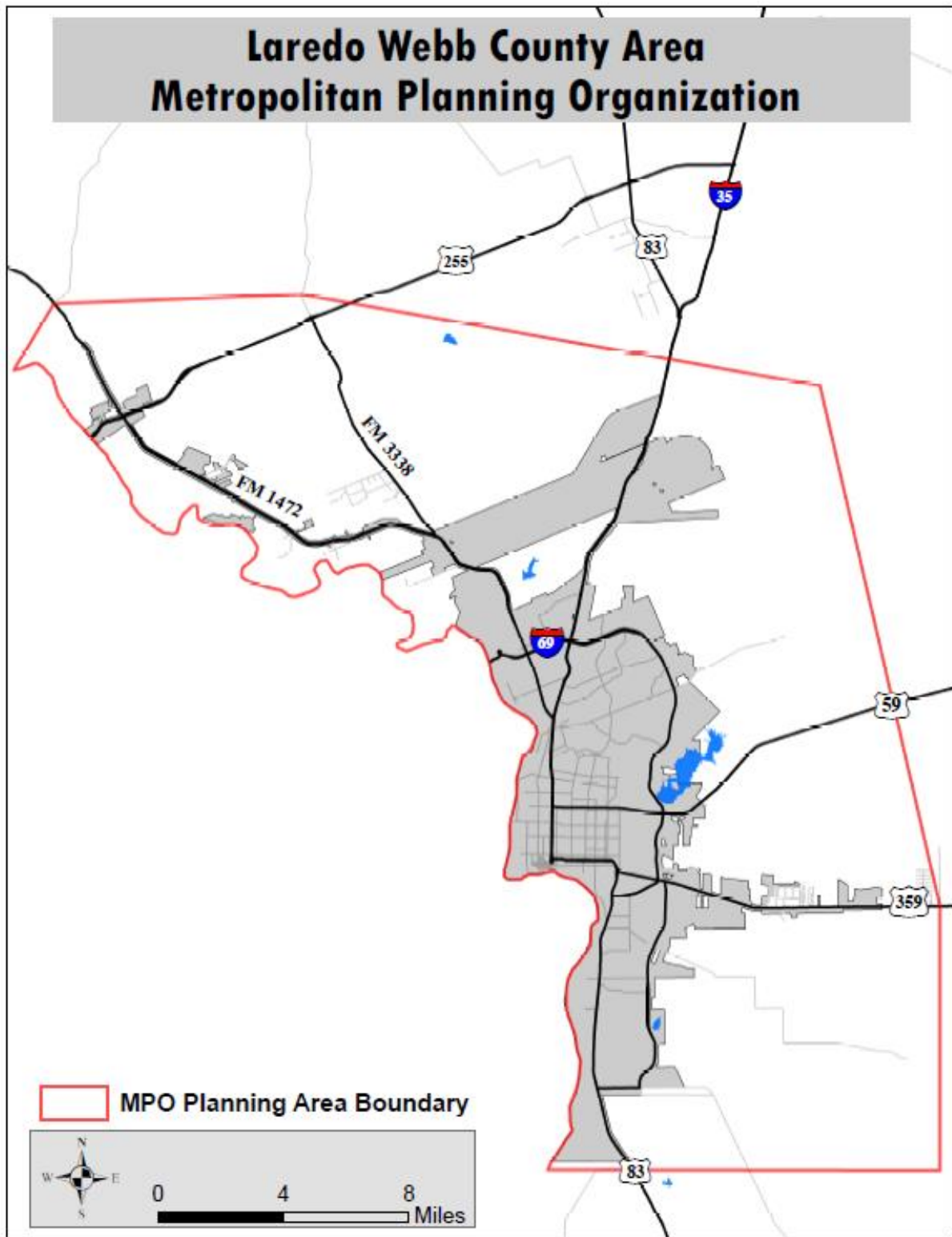
<p><u>MPO Representative:</u></p> <ul style="list-style-type: none"> • MPO Director (Chairperson) <p><u>City Representatives:</u></p> <ul style="list-style-type: none"> • Laredo Airport Director • Laredo Bridge Director • Laredo City Engineer • Laredo Planning Director • Laredo Traffic Safety Director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

MPO STAFF

MPO Interim Director	Juan S. Mendive
Planner (Short Range)	Graciela S. Briones
Planner (Long Range)	Julio Niño
Planner (G.I.S.)	Jason Hinojosa
Administrative Assistant	Angelica Quijano
Administrative Secretary	(Vacant)

DRAFT

APPENDIX B
METROPOLITAN AREA BOUNDARY MAP



**APPENDIX C
DEBARMENT CERTIFICATION**

NEGOTIATED CONTRACTS

- 1) The Laredo Webb County Area Metropolitan Planning Organization, as Contractor, certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity * with commission of any of the offenses enumerated in paragraph (1) (b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

- 2) Where the **Contractor** is unable to certify to any of the statements in this certification, such **Contractor** shall attach an explanation to this certification.

* Federal, State, or Local

Pete Saenz
Chairperson, MPO Policy Committee
Mayor City of Laredo

Date

**APPENDIX D
LOBBYING CERTIFICATION**

**CERTIFICATION FOR CONTRACTS, GRANTS,
LOANS AND COOPERATIVE AGREEMENTS**

The undersigned certifies to the best of his or her knowledge and belief, that:

- 1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- 2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- 3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subcontracts, sub grants, and contracts under grants, loans, and cooperative agreements) and that all sub recipients shall certify and disclosure accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Pete Saenz
Chairperson, MPO Policy Committee
Mayor
City of Laredo

Date

**APPENDIX E
CERTIFICATION OF COMPLIANCE**

I, **Pete Saenz**, Chairperson of the Laredo MPO Policy Committee, a duly authorized representative of the Laredo Webb County Area Metropolitan Planning Organization (MPO), do hereby certify that the contract and procurement procedures that are in effect and used by the forenamed MPO are in compliance with 2 CFR 200, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," as it may be revised or superseded.

Chairperson, MPO Policy Committee
Mayor
City of Laredo

Date

Attest:

Jose A. Valdez, Jr.
City Secretary
City of Laredo

DRAFT

APPENDIX F
CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, **Pete Saenz**, Chairperson of the Laredo Urban Transportation Study, a duly authorized officer/representative of the Laredo Metropolitan Planning Organization (MPO) do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of by 43 TAC § 31.39 “Required Internal Ethics and Compliance Program” and 43 TAC § 10.51 “Internal Ethics and Compliance Program” as may be revised or superseded.

Chairperson, MPO Policy Committee
Mayor
City of Laredo

Date

Attest:

Jose A. Valdez, Jr.
City Secretary
City of Laredo

INTERLOCAL AGREEMENT

THIS INTERLOCAL AGREEMENT (the “Agreement”) is made and entered into effective as of the ____ day of _____, 2022, by and between the Webb County–City of Laredo Regional Mobility Authority (the “WC-CL RMA”); and the Laredo Webb County Area Metropolitan Planning Organization (the “LWCAMPO”) (collectively, the “Parties,” and each individually, a “Party”).

WITNESSETH:

WHEREAS, the WC-CL RMA is a regional mobility authority created pursuant to the request of Webb County and the City of Laredo and operating pursuant to Chapter 370 of the Texas Transportation Code (the “RMA Act”) and 43 TEX. ADMIN. CODE §§ 26.1, *et seq.* (the “RMA Rules”), and is a body politic and corporate and political subdivision of the State of Texas; and

WHEREAS, the LWCAMPO is a metropolitan planning organization created and operating pursuant to 23 United States Code sections 134-135 and Chapter 472, Subchapter D of the Texas Transportation Code; and

WHEREAS, Chapter 791 of the Texas Government Code provides that any one or more public agencies may contract with each other for the performance of governmental functions or services in which the contracting parties are mutually interested; and

WHEREAS, Section 370.033 of the Transportation Code provides that a regional mobility authority may enter into contracts or agreements with another governmental entity; and

WHEREAS, the Parties support the extension of Aquero Boulevard (River Road) for approximately 6 miles to terminate at FM 1472 in the vicinity of FM 3338 (the “River Road Project”); and

WHEREAS, the Parties desire to conduct a study to develop a final alignment of the River Road Project, as identified in the 2020-2045 Metropolitan Transportation Plan and determine traffic benefits for the surrounding area (the “River Road Study”); and

WHEREAS, HNTB, as the general engineering consultant to the WC-CL RMA, has developed a proposed scope of work and budget not to exceed \$250,000.00 to prepare the River Road Study; and

WHEREAS, on March 16, 2022, the LWCAMPO approved sharing equally with the WC-CL RMA in the cost of the River Road Study, pending approval of an amendment to the FY 2022 Unified Planning Work Program by the Texas Department of Transportation (“TxDOT”) and the Federal Highway Administration (“FHWA”); and

WHEREAS, on March 25, 2022, in Resolution No. 22-15, the WC-CL RMA Board of Directors authorized the WC-CL RMA Chair to execute an agreement with the LWCAMPO to share equally in the cost of the River Road Study; and

WHEREAS, on April 20, 2022, the LWCAMPO approved a revised FY 2022 Unified Planning Work Program to program an additional \$125,000 in transportation planning funds for its share of the River Road Study; and

WHEREAS, the Parties agree that the preparation of the River Road Study will benefit the residents of the City of Laredo and Webb County by increasing mobility in the South Texas region.

NOW, THEREFORE, in consideration of the mutual covenants and agreements herein contained, the undersigned Parties agree as follows:

I. FINDINGS

Recitals. The recitals set forth above are incorporated herein for all purposes and are found by the Parties to be true and correct. It is further found and determined that the Parties have authorized and approved the Agreement by resolution or order adopted by their respective governing bodies, and that this Agreement will be in full force and effect when approved by each party.

II. ACTIONS

1. Funding Commitment. The Parties shall each provide funding for the River Road Study in the total amount of \$250,000.00 (the “Funding Commitment”).

Table 1 – Funding Commitment	
Agency	Commitment
LWCAMPO	\$125,000.00
WC-CL RMA	\$125,000.00
Total	\$250,000.00

The allocation of the Funding Commitment between the Parties shall include the following not-to-exceed amounts by each Party: (1) \$125,000.00 by the LWCAMPO; and (2) \$125,000.00 by the WC-CL RMA. The Funding Commitment is not a joint and several obligation of the Parties; each Party is only obligated for the not-to-exceed amount set forth herein. Each Party acknowledges that the WC-CL RMA will make contractual obligations related to the preparation of the River Road Study in reliance on the Funding Commitment and obligations set forth herein.

The cost of preparing the River Road Study shall be apportioned on a pro rata basis between the LWCAMPO and the WC-CL RMA based on each Party’s relative contribution to the total amount of the Funding Commitment.

2. LWCAMPO Obligations. The LWCAMPO shall provide its portion of the Funding Commitment, on a cost-reimbursement basis, for costs incurred by the WC-CL RMA in preparing the River Road Study in accordance with Article II, Section 4.

3. WC-CL RMA Obligations. The WC-CL RMA shall provide services related to preparing the River Road Study, as described in scope of services attached hereto as Attachment "A".

The services shall be performed by the WC-CL RMA under existing consultant contracts and shall be paid for directly by the WC-CL RMA to consultants under each contract.

4. Delivery of Funding Commitment. The WC-CL RMA shall provide written notification to the LWCAMPO upon completing the River Road Study. The LWCAMPO shall remit its portion of the Funding Commitment to the WC-CL RMA within thirty (30) days of receipt of such notice.

5. Surplus Funds. In the event any portion of the Funding Commitment is not required to administer all costs related to preparing the River Road Study, the Parties may retain any remaining amount.

IV. GENERAL AND MISCELLANEOUS

1. Term and Termination. Subject to the following, this Agreement shall be effective as of the date first written above and shall continue in force and effect until: (a) the date final completion of the River Road Study has occurred, and all payments have been remitted; or (b) the Parties mutually agree to terminate this Agreement. The term of the Agreement may be extended by written agreement of the Parties.

2. Notices. All notices, demands, or other requests, and other communications required or permitted under this Agreement shall be delivered personally or sent by certified or U.S. mail, postage prepaid, addressed to such Party at the following addresses:

WC-CL RMA:

Webb County–City of Laredo Regional Mobility Authority
7917 McPherson Road, Suite 203
Laredo, Texas 78045
Attn: WC-CL RMA Chair Jed A. Brown

LWCAMPO:

1110 Houston Street
Laredo, Texas 78042
Attn: [_____]

3. Prior Written Agreements. This Agreement is without regard to any and all prior written contracts or agreements between the Parties regarding any other subject matter and

does not modify, amend, ratify, confirm, or renew any such other prior contract or agreement between the Parties.

4. Other Services. Nothing in this Agreement shall be deemed to create, by implication or otherwise, any duty or responsibility of any of the Parties to undertake or not to undertake any other service, or to provide or not to provide any service, except as specifically set forth in this Agreement or in a separate written instrument executed by the Parties.

5. Governmental Immunity. Nothing in this Agreement shall be deemed to waive, modify, or amend any legal defense available at law or in equity to any of the Parties nor to create any legal rights or claims on behalf of any third party. None of the Parties waives, modifies, or alters to any extent whatsoever the availability of the defense of governmental immunity under the laws of the State of Texas and of the United States.

6. No Joint Enterprise. This Agreement is not intended to, and shall not be construed to, create any joint enterprise between or among the parties.

7. Amendments and Modifications. This Agreement may not be amended or modified except in writing and executed by the Parties to this Agreement and authorized by their respective governing bodies.

8. Severability. If any provision of this Agreement shall be held invalid or unenforceable by any court of competent jurisdiction, such holding shall not invalidate or render unenforceable any other provision hereof, but rather this entire Agreement will be construed as if not containing the particular invalid or unenforceable provision(s), and the rights and obligations of the Parties shall be construed and enforced in accordance therewith. The Parties acknowledge that if any provision of this Agreement is determined to be invalid or unenforceable, it is their desire and intention that such provision be reformed and construed in such a manner that it will, to the maximum extent practicable, give effect to the intent of this Agreement and be deemed to be validated and enforceable.

9. Venue. The Parties agree that all disputes that arise out of this Agreement are governed by the laws of the State of Texas and venue for all purposes herewith shall be in Webb County, Texas.

10. Assignment. Except as otherwise provided in this Agreement, a Party may not assign this Agreement without first obtaining the written consent of the other Parties.

11. Execution in Counterparts. This Agreement may be simultaneously executed in several counterparts, each of which shall be an original and all of which shall be considered fully executed as of the date first written above, when all of the Parties have executed an identical counterpart, notwithstanding that all signatures may not appear on the same counterpart.

IN WITNESS WHEREOF, the Parties have executed and attested this Agreement by their officers thereunto duly authorized.

**WEBB COUNTY-CITY OF LAREDO
REGIONAL MOBILITY AUTHORITY**

**LAREDO WEBB COUNTY AREA
METROPOLITAN PLANNING
ORGANIZATION**

By: _____
Jed A. Brown
WC-CL RMA, Chairman

By: _____

ATTACHMENT A

Scope of Services

Task 1 – Program Management/Administration

The WC-CL RMA General Engineering Consultant, HNTB Inc. (the “Consultant”) will manage the River Road Study and hold regular monthly update meetings with the RMA Board Chair and others as necessary, as well as a Kick-Off meeting to review the scope, schedule and critical next steps for getting things started. This task will cover the Consultant’s administrative costs over the course of 12 months and provide regular updates to keep track of progress and discuss any important issues that may arise during the course of this analysis.

- Administrative and invoicing
- 12 monthly coordination meetings
- 1 Kick-Off Meeting

Task 2 – Environmental Analysis Data Review

The Consultant will review available data and information related to the proposed River Road Project study area, which is proposed to include the area between World Trade Bridge (south), the Rio Grande (west) and FM 1472 (east and north). Environmental constraints will be identified within this area, then mapped out and overlaid on one another to identify potential roadway alignment alternatives. This information will be used to define and analyze up to 10 potential roadway alignments. The purpose and need for the River Road Project will also be stated through this process. This task will bring any potential environmental impacts to the Consultant team’s attention.

- Environmental Constraints mapping
- Preliminary Purpose & Need

Task 3 – Stakeholder Involvement

The Consultant will hold a 1-day series of Stakeholder Workshops to review the draft preliminary purpose and need for the River Road Project, proposed roadway alignment alternatives, potential environmental constraints, and the proposed criteria for evaluating alternative alignments. Each workshop will be the same and include breakout discussions about the purpose and need and associated evaluation criteria, as well as a mapping exercise that will result in the refinement and addition of potential roadway alignments. Stakeholder workshop sessions will include the following:

- Stakeholder Workshop Sessions
 - Property Owners
 - Commercial Stakeholders
 - La Bota Neighborhood
 - City of Laredo, TxDOT, UISD

In addition to the series of workshops to be held toward the beginning of the alternatives analysis, the Consultant will provide up to 2 presentations to Laredo City Council at the conclusion both phases of this analysis (phases described in Task 5) and 1 presentation to the LWCAMPO Policy Board toward the conclusion of the alternatives analysis.

- Additional Stakeholder Presentations
 - 2 Laredo City Council Presentations (update and conclusion)
 - 1 LWCAMPO Presentation (conclusion)

Task 4 – Traffic Analysis and Cost Estimating

The Consultant will conduct a traffic analysis and provide refined cost estimates for the final route alignment alternatives once they have advanced into phase 2 of the analysis. This information will be used to determine which of the detailed alternatives has the best traffic benefit and favorable cost among other evaluation criteria. While the cost is expected to fluctuate as the River Road Project continues to be developed through design, the opinion of probable cost determined in Task 4 will provide the basis for discussion about implementation phasing and programming of full project funding among project partners.

- Traffic Analysis on Final Alternatives
- Conceptual Design and Cost Estimating of Final Alternatives (pre-Schematic)

Task 5 – Route Location Analysis Report

The Consultant will conduct a 2-phase alternatives analysis to determine a preferred roadway alignment for the River Road Project, and provide detailed documentation of the process, methodology and conclusion of the analysis. The Alternatives Analysis has three steps:

1. Develop Purpose and Need, Evaluation Criteria and Preliminary Alternatives
2. Phase 1 Analysis of Preliminary Alternatives
3. Phase 2 Analysis of Detailed Alternatives

Task 5 includes the work necessary to conduct the Phase 1 and 2 analysis, as well as documenting the entire process. In Phase 1, a set of up to 10 preliminary alternatives to be developed in Tasks 2 and 3 will be analyzed using evaluation criteria that measures each roadway alignment alternative's ability to meet the preliminary purpose and need. Evaluation criteria for Phase 1 will include an environmental constraints analysis that will reduce the number of alignment alternatives from up to 10 preliminary alternatives down to just 2 alternatives to advance into Phase 2. In Phase 2, a pair of 2 "Build" alternatives will be developed further (detailed alternatives) to gain a better understanding of the constructability of a roadway along each proposed alignment and to determine an opinion of probable cost for each, considering the vertical profile and need for any bridge structures. The 2 build alternatives will be compared to a "No-Build" alternative that assumes River Road Project is not built. Evaluation criteria for Phase 2 will include results from the traffic analysis, probable costs, and more detailed environmental constraints analysis such as potential right-of-way and drainage impacts among others.

- Evaluate Preliminary Alternatives (up to 10)
- Evaluate Detailed Alternatives (up to 2) compared to a No-Build Alternative

In addition to the presentations provided in Task 3, The consultant will provide up to 2 presentations under this scope of work to the RMA Board at the conclusion of each phase of the Alternatives Analysis described previously. All of this information will be documented in a draft and final report that will provide the process, methodology and preferred roadway alignment for the River Road Project.

- 2 RMA Board Presentations (recommended final alternatives, recommended preferred alternative)
- Draft and Final Report

Direct Expenses

The consultant will prepare materials for the Stakeholder workshop sessions in Task 3 and cover

transportation costs for Consultant team members between San Antonio and Laredo.

Schedule

The schedule for this scope of work will require 11 months from notice to proceed until submittal of the Final Report and include 1 additional month for any close-out activities.

Please note that the schedule below assumed a January 2022 start date. This schedule would need to be adjusted accordingly depending upon when notice to proceed can be issued. Major milestones in the River Road Study schedule are as follows:

- Notice to Proceed (Jan)
- Kick-Off Meeting (Jan)
- Environmental Constraints Mapping, and Preliminary Purpose and Need (Feb)
- Stakeholder Workshop Sessions (Mar-Apr)
- Results from Phase 1 Analysis of Preliminary Alternatives (June)
- Presentation of Phase 1 Results to RMA Board and City Council (June-July)
- Traffic Analysis and Cost Estimates complete (Sept)
- Results from Phase 2 Analysis of Detailed Alternatives (Sept-Oct)
- Presentation of Phase 2 Results to RMA Board, City Council and LWCAMPO (Oct-Nov)
- Completion of Draft and Final Report (Nov-Dec)
- Contract close-out (Dec)

4. Discussion and recommendation on exploring the feasibility of a Transportation Reinvestment Zone (TRZ) in North Laredo-Webb County along FM 1472. (Item requested by Mayor Saenz for MPO Policy Committee meeting).



MPO POLICY COMMITTEE MEETING

www.laredompo.org

Meeting Date & Time: June 15th, 2022 at 1:30 p.m.

Meeting Location: City of Laredo Council Chambers, 1110 Houston St., Laredo, Texas 78040

Meeting Link: <http://laredotx.swagit.com/live>

Laredo TV: Spectrum TV channel 1300

AGENDA:

- I. CHAIRPERSON TO CALL MEETING TO ORDER
- II. CHAIRPERSON TO CALL ROLL
- III. CITIZEN COMMENTS

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 1:45 p.m. the day of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public on the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to MPO business and delivered in a professional manner. No derogatory remarks shall be permitted.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:

- A. Approval of the minutes for the meeting held on May 18th, 2022.
- B. Discussion with possible action on the initiation of a twenty-day public review and comment period for the draft FY 2023 Unified Planning Work Program (UPWP).
- C. A motion authorizing the execution of an Interlocal Agreement with the Webb County-City of Laredo Regional Mobility Authority to share the cost associated with the River Road Corridor Study.

MPO POLICY COMMITTEE MEETING AGENDA

D. Discussion with possible action on exploring the feasibility of a Transportation Reinvestment Zone (TRZ) in North Laredo-Webb County along FM 1472. (Requested by Mayor Pete Saenz).

E. Discussion with possible action on the Hacher-Reuthinger Road project.

V. REPORT(S) AND PRESENTATIONS (No action required).

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

VI. DIRECTOR'S COMMENTS

VII. ADJOURNMENT

NOTICE INFORMATION:

Notice of this meeting 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 72 hours before the meeting date and time. The agenda and meeting information was also posted online at <http://www.laredompo.org/agendas-minutes/>.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact MPO Staff at 956-794-1613, or via email at aquijano@ci.laredo.tx.us at least two working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

Disability Access Statement: This meeting is wheelchair accessible. The accessible ramps are located at 1110 Victoria and 910 Flores. Accessible parking spaces are located at City Hall, 1110 Victoria.

Ayuda o Servicios Auxiliares: Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios auxiliares como: interpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con el personal del MPO al 956-794-1613 o por correo electrónico aquijano@ci.laredo.tx.us por lo menos dos días laborales antes de la reunión para que se puedan hacer los arreglos apropiados. Material en español está disponible mediante una petición.

Declaración de Acceso a la Discapacidad: Esta reunión permite el acceso a personas en silla de ruedas. Las rampas de acceso están ubicadas en 1110 Victoria y 900 Flores. Los espacios de estacionamiento para discapacitados se encuentran por la calle Victoria.

MPO POLICY COMMITTEE MEETING AGENDA

Información en español: Si usted desea esta información en español o si desea explicación sobre el contenido, por favor llámenos al teléfono (956) 794-1613 o comunicarse con nosotros mediante correo electrónico a aquijano@ci.laredo.tx.us.

POLICY COMMITTEE MEMBERSHIP:

City of Laredo Representatives:

Honorable Pete Saenz, Mayor and LWCAMPO Chairperson
Honorable Ruben Gutierrez, Jr., City Councilmember, District V
Honorable Dr. Marte Martinez, City Councilmember, District VI

County of Webb Representatives:

Honorable Tano E. Tijerina, Webb County Judge and LWCAMPO Vice-Chairperson
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3

Laredo Mass Transit Board Representative:

Honorable Vanessa Perez, City Councilmember, District VII

State Representative:

Mr. David M. Salazar, Jr. P.E., TxDOT District Engineer

Private Sector Representative (Member at Large):

Mr. Humberto "Tito" Gonzalez, Jr., P.E.

Ex-Officio Representatives:

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

AGENDA REVIEWED:

Juan S. Mendive,
LWCAMPO Interim Director

Jose A. Valdez, Jr.
Laredo City Secretary