

2008 – 2009 UPWP

LAREDO URBAN TRANSPORTATION STUDY 2008 - 2009 UNIFIED PLANNING WORK PROGRAM

I. INTRODUCTION

The Laredo Urban Transportation Study, in its capacity as the Laredo Metropolitan Planning Organization, provides continuous, cooperative and comprehensive transportation planning for the Laredo Metropolitan Area as required by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), 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. The Laredo Metropolitan Transportation Plan was submitted to the Texas Department of Transportation and U. S. Department of Transportation in December 2004.

The 2008-2009 Unified Planning Work Program (UPWP) was adopted by the Laredo Metropolitan Planning Organization Policy Committee on July 26, 2007 following a thirty-day comment period as required by the adopted ~~Public Involvement Process~~ Public Participation Plan.

A. PURPOSE

The UPWP describes and schedules work to be undertaken by the Laredo Urban Transportation Study during the ~~2007-2008~~ and 2008-2009 fiscal periods. The UPWP also includes a financial and participation summary. All elements described are consistent and in support of transportation planning objectives.

SAFETEA-LU requires that the Laredo Metropolitan Transportation Plan address the following ~~seven~~ eight factors in considering the transportation needs of the Laredo metropolitan planning area. The 2008-2009 UPWP includes tasks that will allow ongoing evaluation of community transportation needs in relation to these eight factors.

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

B. DEFINITION OF AREA

The Laredo Metropolitan Area includes the City of Laredo and portions of Webb County. (See Map, Appendix B.) The MAB was approved by the Governor in 2004.

C. ORGANIZATION

The Laredo Metropolitan Planning Organization is governed by the Policy Committee established in accordance with bylaws adopted June 9th, 1994 and amended on July 21, 2000. The Committee is chaired by the Mayor of the City of Laredo and includes as voting members: the Laredo District Engineer, ~~the Laredo Deputy District Engineer~~ TxDOT's Transportation Planning and Development Director, the Webb County Judge, three members from the City of Laredo City Council, two Webb County Commissioners. The State Senator for District 21, the State Representative for District 31 and the State Representative for District 42 serve as non-voting, ex-officio members. The Policy Committee is the body of the MPO that provides review and has decision-making authority over transportation planning efforts in the Laredo Metropolitan Area undertaken by the planning staff of the Laredo Urban Transportation Study acting as the Metropolitan Planning Organization and by the Texas Department of Transportation (See Appendix A). Technical Committee responsibilities include professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee includes:

<u>City Representatives:</u> <ul style="list-style-type: none"> • Laredo City Planner • The General Manager of the City Transit System • Laredo Director of Traffic Safety • Laredo Airport Manager • Laredo City Engineer • Laredo Bridge Director 	<u>State Representatives:</u> <ul style="list-style-type: none"> • Director of Transportation Planning and Development • TxDOT Planning Coordinator (Vice-Chair) • TxDOT Transportation Funding/ Safety Administrator • TxDOT Area Engineer • TxDOT TPP Field Representative (Austin)
<u>Federal representatives:</u> <ul style="list-style-type: none"> • FHWA Planning Representative (Austin) 	<u>School system representatives</u> <ul style="list-style-type: none"> • A representative of the Laredo Independent School District • A representative of the United Independent School District
<u>County and Regional Representatives:</u> <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 	<u>Private Sector Representatives:</u> <ul style="list-style-type: none"> • A representative of the Texas Mexican 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 includes the MPO Planning Director, a transportation planner, and support staff.

D. PRIVATE SECTOR INVOLVEMENT

The private sector is encouraged to participate in the development of all transportation programs and plans. Private transportation providers are invited to participate in TIP development as members of the Technical Committee and as project evaluation committee members. Private consultants will be used for the completion of Title VI activities, the Downtown Signalization Study, the Control Access and Traffic Calming Program, the 2010 – 2035 Metropolitan

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Transportation Plan, the Para and Low Income Transit Study, and the Border Wait Times Study, the Transit Development Plan, and the McPherson Corridor Capacity and Mobility Analysis.

E. PLANNING ISSUES AND EMPHASIS

The 2008 – 2009 UPWP addresses the following transportation areas of concern in the MPO area:

- * Growth and Development Projections
- * Long range planning
- * Traffic Access Management
- * Congestion Management
- * Transit System Enhancement

The Federal Transit Administration and Federal Highway Administration annually establish Planning Emphasis Areas (PEAs) in order to promote priority themes for consideration, as appropriate, in metropolitan and statewide transportation planning processes. Listed below are the PEAs and how these are reflected in the UPWP:

1. Incorporating Safety and Security in Transportation Planning (addressed through subtask(s) 3.1, 3.2, 4.1, 5.1, 5.2, 5.3)
2. Participation of Transit Operators in Metropolitan and Statewide Planning. (addressed through subtask(s) 4.1, 5.1, 5.2)
3. Coordination of Non-Emergency Human Service Transportation. (addressed through subtask(s) 4.1, 5.2)
4. Planning for Transit Systems Management/Operations to Increase Ridership (addressed through subtask(s) 5.2)
5. Support Transit Capital Improvement Decisions through Effective Systems Planning (addressed through subtask(s) 4.1, 5.1, 5.2)

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II. TASK 1.0 - ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To ensure that the Laredo Metropolitan Area transportation planning process is fully a cooperative, comprehensive and continuing activity; to monitor ongoing planning activities; to ensure that all modes of transportation are given consideration as elements of a single urban transportation system and are considered in the overall planning process; to ensure public involvement in the transportation planning process.

B. EXPECTED PRODUCTS

The smooth and efficient operation of the Metropolitan Planning Organization to include the following: fulfillment of planning objectives; compliance with state and federal requirements; continuation of a proactive public involvement process; reports and certifications; administration and possible amendment of the 2008-2009 UPWP; updates to the Transportation Improvement Program and to the Laredo Metropolitan Transportation Plan.

C. PREVIOUS WORK

The 2008 -2009 UPWP is an ongoing planning activity as required by the Federal Highway Act of 1962, Title23, US Code as amended. Previous work has included the preparation of the 2007 UPWP, reports and certifications, and staff training. Title VI and Environmental Justice issues were addressed in presentation to both the Technical and Policy Committees. In compliance with State mandate, Staff assisted in the development of the Texas Urban Mobility Plan (TUMP) and the 2008-2011 Transportation Improvement Program (TIP).

D. SUBTASKS

- 1.1 Program support administration. This includes program administration, record keeping, monitoring completion of UPWP projects, audit, preparation of reports and the 2008 - 2009 UPWP, interagency coordination, facilitating citizen participation, and preparation of meeting minutes.
- 1.2 Travel, training, equipment and supplies that are not directly related to any other program element.
- 1.3 Title VI civil rights evaluation (following FHWA/FTA guidance). This includes briefing the MPO Policy and Technical committees on Title VI topics, and providing on going review of the MPO's complaint process and Public Involvement Process with emphasis on Title VI/Environmental Justice issues.

E. FUNDING & PARTICIPATION SUMMARY

UPWP Task	FTA Task	Responsible Agency	TPF Funds	GTPF TxDOT 5303 Cash Match	Local (In-Kind)	Total*
1.1	44.21.00	LUTS	90,000	0	9,000	99,000
1.2	44.21.00	LUTS	34,000	0	3,400	37,400
1.3	44.21.00	LUTS	6,000	0	600	6,600
	Total		130,000	0	13,000	143,000

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TxDOT State Funds	140,000
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III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

Maintain a database on population, housing, land use and transportation characteristics. Monitor growth patterns in the study area for their impact on community transportation systems. Integration of data into GIS for organization, retrieval and analysis, and to forecast pertinent information to continue and further the goals and objectives of comprehensive transportation planning.

B. EXPECTED PRODUCTS

Updated population, land use, housing employment and street databases and maps. A fully integrated mapping/data base system to be used in data retrieval, analysis, projection, mapping, and graphic publication elements of future transportation planning tasks. Demographic data will be done in-house using resources available in the community.

C. PREVIOUS WORK

Compilation of land use data, GIS equipment updates and training. MPO Staff, in coordination with TxDOT and Texas Transportation Institute Staff, assisted in the ongoing update of the Travel Demand Model from a 1998 base year to a 2003 base year.

D. SUBTASKS

- 2.1 Growth and development monitoring and projections. This includes ongoing updates and maintenance of data and maps related to population, land use, housing and employment. Collect and analyze data related to minority and low-income groups within the MPO boundary. Update maps identifying low-income areas based on new socioeconomic data and assess transportation services provided to those areas. The assessment will evaluate whether low income areas have access to public transportation. Develop estimates and forecasts of population and employment. Update computer equipment and software. Train personnel on GIS and computer equipment/software use. Purchase materials and supplies for printing maps.

E. FUNDING & PARTICIPATION SUMMARY

UPWP Task	FTA Task	Responsible Agency	TPF Funds	GTPF TxDOT 5303 Cash Match	Local (In-Kind)	Total*
2.1	44.22.00	LUTS	10,000	0	1,000	11,000
	Total		10,000	0	1,000	11,000

IV. TASK 3.0 - SHORT RANGE PLANNING

A. OBJECTIVE

To complete those activities associated with near-term planning and implementation for projects that will be undertaken within the next five years.

B. EXPECTED PRODUCTS

Short range planning activities will result in strategies that will support those planning policies needed to preserve the continuing flow of traffic. The MPO also anticipates continued participation in the regional service planning process, as well as, any activity associated with FTA's, Job Access Reverse Commute (JARC), and New Freedom.

C. PREVIOUS WORK

MPO staff also assisted in updating the Travel Demand Model to include the City's updated Thoroughfare Plan information, traffic analysis zones (TAZ) and demographic information resulting there from. Staff also assisted with the development and finalization of the 2008-2011 Transportation Improvement Program.

D. SUBTASKS

- 3.1 Transportation Improvement Program (TIP) - assisting in the development and revision of the Transportation Improvement Program.
- 3.2 Control Access and Traffic Calming Program
Educate the public, stakeholders and decision-makers on traffic calming and land use access policies and alternatives and make implementation recommendations.

E. FUNDING & PARTICIPATION SUMMARY

UPWP Task	FTA Task	Responsible Agency	TPF Funds	GTPF TxDOT 5303 Cash Match	Local (In-Kind)	Total*
3.1	44,24.00	LUTS	10,000	0	1,000	11,000
3.2	44,24.00	LUTS	30,000	0	3,000	33,000
	Total		40,000	0	4,000	44,000

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

A. OBJECTIVE

To continue study and analysis of projects and data for long-range planning elements and long-range project studies.

B. EXPECTED PRODUCTS

Staff expects to assist in the development and update of the existing MTP to conform to state and federal requirements.

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C. PREVIOUS WORK

A planning document establishing guidelines for the renovation and restoration of San Bernardo Avenue, as well as, the revision and amendment of all MPO Plans, Programs, Policies, and Procedures in order to come into SAFETEA-LU compliance.

D. SUBTASKS

4.1 2010-2035 Laredo Metropolitan Transportation Plans (MTP)

Update existing MTP to conform to state and federal requirements. This includes and evaluation of the existing transportation system, public transportation, environmental conditions and transportation needs and developing a financially constrained implementation plan. The project will include a land use and socioeconomic conditions and forecast element.

4.2 SAFETEA-LU Compliance Project

All current MPO Policies, Plans, Programs, and Procedures will be reviewed and amended in order to comply with the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requirements. Specifically, the review and amendments will address and achieve conformity with SAFETEA-LU'S requirements. (this is a carryover project from FY 07)

E. FUNDING & PARTICIPATION SUMMARY

UPWP Task	FTA Task	Responsible Agency	TPF Funds	GTPF TxDOT 5303 Cash Match	Local (In-Kind)	Total*
4.1	44.23.02	LUTS	250,000		25,000	275,000
4.2	44.23.01	LUTS	20,000		2,000	22,000
	Total		250,000 270,000	0	25,000 27,000	275,000 297,000

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

The Downtown Signalization Study was initiated in FY 2007 and is anticipated to be completed in FY 2008

D. SUBTASKS

5.1 The Downtown Signalization Study

The study will evaluate the downtown area's existing signal system's operation, function, and equipment, status and needs. The analysis will include a needs assessment and implementation strategy to enhance mobility and safety, while reducing congestion for all those accessing the downtown area including, commercial, private and transit vehicles. Data collection, analysis and recommendations will be developed for all intersections located within the study area. The study will also provide recommendations regarding capital improvements necessary, cost estimates, alternative recommendations, and order of implementation for infrastructure improvements. (This is a carry over project from FY 07)

5.2 — Para and Low Income Transit Study

~~The study will evaluate existing Para-transit needs, as well as whether low income areas have sufficient access to public transit. Data collection and stakeholder meetings will determine those needs, as well as, the existing transit resources available. The study will identify implementation strategies for filling the gap, including costs and recommendations for increasing rider-ship.~~

5.2 Transit Development Plan

The study will include: the review and analysis of current operation data, including trend analysis and peer analysis; the evaluation of existing transit services and programs, the assessment of unmet transit needs and service gaps; analysis of individual and system route performance; assessment of current/future operating, capital, and matching needs with available resources; recommendations for service modifications/improvements; guidance in the preparation of annual budgets, and finally the development of strategies for the utilization of Job Access Reverse Commute (JARC) and New Freedom funding to enhance transit services in Laredo study area.

5.3 — Border Wait Times Study

~~The study will test two viable technologies to support automated measurement of border delay and crossing times at the Laredo land ports of entry. The two technologies to be tested will be the Radio Frequency Identification (RFID) and Global Positioning Systems (GPS). The study will field test both technologies, analyzing the ease of implementation, problems associated with data collection, processing of data collection, replicability border wide, as well as, produce recommendations regarding implementation and installation of the preferred technology border wide.~~

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5.3 McPherson Corridor Capacity and Mobility Analysis

The study will evaluate McPherson Road, from Saunders north to end of road, for mobility improvements with a concentration on increasing capacity and providing access management, including analysis of alternative access routes, both existing and proposed; improvements to traffic signal timing; and implementation of one-way traffic flows on side streets.

E. FUNDING & PARTICIPATION SUMMARY

UPWP Task	FTA Task	Responsible Agency	TPF Funds	GTPF TxDOT 5303 Cash Match	Local (In-kind)	Total*
5.1	44.27.00	LUTS	77,719	0	7,772	85,491
5.2	44.27.00	LUTS	120,062 84,314	35,748	12,006	132,068
5.3	44.27.00	LUTS	120,062 135,810	0	12,006 13,581	132,068 149,391
			317,843		31,784	349,627
	Total		297,843	35,748	33,359	366,950

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BUDGET SUMMARY

UPWP Task	FTA Task	Description	TPF ⁽¹⁾ Funds	GTPF TxDOT 5303 Cash Match ⁽⁴⁾	Local Funds (In-kind)	Total*
1	44.21.00	Administration/Management	130,000	0	13,000	143,000
2	44.22.00	Data Development/Maintenance	10,000	0	1,000	11,000
3	44.24.00	Short Range Planning	40,000	0	4,000	44,000
4	44.23.00	Long Range Planning	250,000 270,000	0	25,000 27,000	275,000 297,000
5	44.27.00	Special Studies	317,843 297,843	35,748	31,784 33,359	349,627 366,950
	Total		747,843	0 35,748	74,784 78,359	822,627 861,950

TxDOT State Funds ⁽³⁾	140,000
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(1) Transportation Planning Funds

FHWA (PL 112 Funds) ⁽²⁾	604,851
FTA Section (5303)	142,992
<u>TxDOT 5303 Cash Match⁽⁴⁾</u>	<u>35,748</u>
	747,843
Total TPF	<u>783,591</u>

(2) Includes the anticipated carryover amount from FY 2007, which is \$77,719. These are federal funds only.

(3) Identifies TxDOT's ~~non-federal share in-kind match~~ for FHWA (PL-112) funds. The match is applied on a statewide basis and not for each MPO. This is why the TxDOT State Funds column in the UPWP budget does not equal the required 20% ~~non-federal share in-kind match~~.

~~** The TxDOT-TPP(S) in-kind match for FTA Section 5303 funds is applied in full to each MPO in the State. TxDOT-TPP will provide the LUTS with its Section 5303 in-kind match of \$ 35,748 for FY's 2008 and 2009.~~

(4) Identifies TxDOT's non-federal \$35,748 cash match share for FTA (Section 5303 funds) for FY 2008 & 2009. These funds are provided by TxDOT's Public Transportation Division (PTN).

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APPENDIX A

LAREDO URBAN TRANSPORTATION STUDY POLICY COMMITTEE

Honorable Raul G. Salinas	Mayor	City of Laredo
Honorable Gene Belmares	City Councilmember	City of Laredo
Honorable Hector Garcia	City Councilmember	City of Laredo
Honorable Mike Garza	City Councilmember	City of Laredo
Honorable Danny Valdez	Webb County Judge	Webb County
Honorable Frank Sciaraffa	Webb County Commissioner	Webb County
Honorable Sergio “Keko” Martinez	Webb County Commissioner	Webb County
Mr. Mario Medina, P.E.	District Engineer	TxDOT
Mr. Mohammad Moabed	Deputy District Engineer <u>Transportation Planning and Development Director</u>	TxDOT
Ex-Officio		
<i>Honorable Judith Zaffirini</i>	<i>Senator - District 21</i>	<i>State of Texas</i>
<i>Honorable Richard Raymond</i>	<i>Representative - District 42</i>	<i>State of Texas</i>
<i>Honorable Ryan Guillen</i>	<i>Representative- District 31</i>	<i>State of Texas</i>

APPENDIX B
METROPOLITAN AREA BOUNDARY MAP



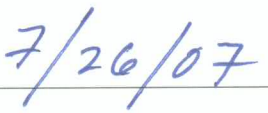
APPENDIX C

DEBARMENT CERTIFICATION
NEGOTIATED CONTRACTS

- 1) The Laredo Urban Transportation Study (LUTS), 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


MPO Policy Committee Chairperson


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 subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclosure accordingly.
- 4) 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.


MPO Policy Committee Chairperson

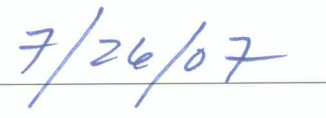

Date

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, Raul G. Salinas, Chairperson of the Laredo Urban Transportation Study, a duly authorized representative of the Laredo 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 49 cfr 18, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.


MPO Policy Committee Chairperson


Date

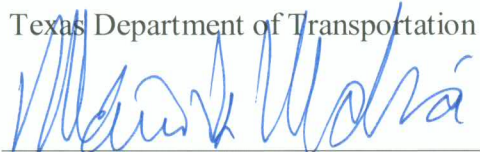
APPENDIX F

MPO SELF-CERTIFICATION FOR ATTAINMENT AREAS

In accordance with 23 CFR Part 450.334 and 450.220 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, the Texas Department of Transportation, and the Laredo Urban Transportation Study, which has been designated the Metropolitan Planning Organization for the Laredo urbanized area(s), hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

District
Texas Department of Transportation



District Engineer

7/26/07
Date



Metropolitan Planning Organization
Policy Board Chairperson

Chairperson

7/26/07
Date

SUPPLEMENTAL INFORMATION TO APPENDIX F

METROPOLITAN AND STATEWIDE PLANNING

The Laredo MPO certifies that it provides continuous, cooperative and comprehensive transportation planning, addressing major issues facing the Laredo urban area and that its planning process is conducted in accordance with all applicable transportation planning requirements, including the eight planning factors outlined in SAFETEA-LU. All requested reports and necessary documentation is submitted as required and on a timely basis. The Laredo MPO extends full cooperation and consultation as needed with the State on planning activities and programs.

CLEAN AIR ACT

The Laredo MPO is in attainment status in regards to air quality (Ozone, CO and PM-10). However, air quality issues are incorporated into the transportation planning process and environmental impacts are addressed in most studies funded through the MPO.

TITLE VI, CIVIL RIGHTS ACT OF 1964

The Laredo MPO implements a Public Involvement Process that facilitates the participation of minority and low-income populations in transportation decision-making and strives for increased public involvement as part of the metropolitan planning process. By constantly evaluating its public involvement efforts, as well as developing new techniques, the MPO attempts to increase community awareness to address the needs of low-income populations within the urban area. As part of the MPOs efforts to increase public awareness, attempts are being made to establish working relationships with the local media. The resulting publicity may increase the exposure of MPO activities and increase the involvement of the community. MPO Policy Committee meetings are also televised in order to allow the community to keep abreast of MPO planning activities.

Every decision by the MPO is made with the challenge of ensuring that projects do not disproportionately have adverse impacts on minority or low-income populations. In addition, special efforts are made to identify minority and low-income sectors within the urban area. Because 94% of the population within the urban area is of Hispanic origin, data and mapping efforts focus primarily around low-income populations, as determined by US Health and Human Services guidelines and utilizing US Census information as it becomes available. The products developed as part of this effort will allow for better planning by all agencies involved and will assist in identifying needs in areas inhabited by traditionally underserved populations.

MPO and City staffs are active in addressing environmental justice issues in Laredo. This is evidenced by the implementation of the Community Development Block Grant Program (CDBG), which is managed by the Department of Community Development. The CDBG is a Federal entitlement program that provides assistance to income-qualified families in designated target areas. Historically, the City has provided affordable housing, public facilities and public infrastructure improvements (streets, sidewalks, sewer and waterlines, etc.) to low-income areas of the community.

DISADVANTAGED BUSINESS ENTERPRISES (DBE)

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The Laredo MPO is committed to maximizing the opportunity of minority and women owned enterprises to participate in the performance of contracts financed in whole or in part with Federal funds. The Laredo MPO maintains a list of consultants that is used for mailing requests for proposals and these are also noticed in the newspaper. The MPO honors all written requests by consulting firms for inclusion to the list. Furthermore, all consulting contracts address DBEs through Article XXIII (Minority Business Enterprises) and any work subcontracted by a hired consultant must adhere to these provisions (Article XIII).

AMERICANS WITH DISABILITIES ACT OF 1990

The Laredo MPO exercises good judgment in ensuring that discrimination based on disability does not enter into the transportation planning process. This includes taking into account the special needs of disabled persons in all aspects of the planning and implementation of new transportation projects. In regards to public transportation, paratransit service is provided to persons with disabilities with efforts to accommodate special needs. Since 1994, the Laredo transit system (El Metro) has complied with the ADA Paratransit Plan for Laredo, TX. The Laredo MPO also coordinates with the City of Laredo Planning Department and the Sidewalk Access Committee, which was developed for the sole purpose of identifying and addressing ADA access issues along major thoroughfares.

RESTRICTIONS ON INFLUENCING CERTAIN FEDERAL ACTIVITIES

The Laredo MPO (both Policy Committee members and staff) commit and certify that no 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 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. This component of self-certification is also upheld through the “Lobbying Certification” (Appendix D) included in the UPWP.