

FY 2011 UPWP

LAREDO URBAN TRANSPORTATION STUDY 2010 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 2009.

The 2011 Unified Planning Work Program (UPWP) was adopted by the Laredo Metropolitan Planning Organization Policy Committee on July 28th, 2010, following a thirty-day comment period as required by the adopted Public Participation Plan.

A. PURPOSE

The UPWP describes and schedules work to be undertaken by the Laredo Urban Transportation Study during the 2011 fiscal period. The UPWP also includes a financial participation summary. In order to ensure public involvement and participation, all MPO work is conducted in accordance with the adopted Public Participation Plan (PPP). The PPP requires that initial adoption of the Unified Planning Work Program (UPWP) follow at a minimum: a 30 day public comment and review period, 72 hour advanced posting of the Policy Committee meeting wherein final action will occur, and publication of a document summary in the newspaper at least 10 days in advance of adoption. The PPP further requires revisions of the document may only be ratified thru action of the Policy Committee following 72 hour posted advance notice to the public. All elements described are consistent and in support of transportation planning objectives.

SAFETEA-LU requires that the Laredo Metropolitan Transportation Plan address the following eight factors in considering the transportation needs of the Laredo metropolitan planning area. The 2011 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.

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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, TxDOT’s Transportation Planning and Development Director, the Webb County Judge, three members from the City of Laredo City Council, and 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:

<p><u>City Representatives:</u></p> <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 	<p><u>State Representatives:</u></p> <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)
<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
<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 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

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Technical Committee and as project evaluation committee members. Private consultants will be used for the completion of Title VI activities, the Del Mar Corridor Study, the Bus Rapid Transit Plan, Transportation Management Area (TMA) Compliance Project and the School Bus Route Study.

E. PLANNING ISSUES AND EMPHASIS

The 2011 UPWP addresses the following transportation areas of concern in the MPO area:

- * Growth and Development Projections
- * Long range planning
- * Public Transportation Needs
- * Congestion Management
- * Traffic Access Management

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 2011 UPWP; revision of the Transportation Improvement Program and the Laredo Metropolitan Transportation Plan.

C. PREVIOUS WORK

The UPWP is an ongoing planning activity as required by the Federal Highway Act of 1962, Title 23, US Code as amended. Previous work has included the preparation of the FY 2008/FY 2009/FY 2010 UPWP(s), reports, certifications, and staff training. Title VI/ Environmental Justice issues were addressed in presentation to the Policy Committee. In compliance with State mandate, Staff assisted in the continual revision of 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 2011 UPWP, interagency coordination, facilitating citizen participation, and preparation of meeting minutes.
- 1.2 Travel, training, equipment, and supplies. All computer hardware, software and equipment expenditures of Federal planning funds over \$5,000 will require prior approval.
- 1.3 Title VI civil rights evaluation (following FHWA/FTA guidance Objective: To present Title VI topics to the MPO Policy and/or Technical committees. Expected Outcome: To provide continuing education and awareness of environmental justice issues. (To be conducted by consultant.)

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E. FUNDING & PARTICIPATION SUMMARY

Task 1 - FY 11

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local (In Kind)	Total
1.1	LUTS	45,000	0	4,500	49,500
1.2	LUTS	17,000	0	1,700	18,700
1.3	LUTS	3,000	0	300	3,300
TOTAL		65,000	0	6,500	71,500

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

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

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

Staff evaluated and adopted tax/land use data from the Webb County Appraisal District to estimate base year household demographics based on on-going field observations and update the land use database. The Travel Demand Model was finalized and incorporated into the evaluation criteria of the Metropolitan Transportation Plan (MTP) to identify and rank transportation projects by greatest need. Staff attended a Corridor Management and Preservation Workshop to understand and refresh corridor management practices. Staff worked to develop Visual Basic code to automatically populate lane (link) capacities based on different attributes, as well as, developing a 2030 GIS-based urbanization model to assess growth patterns and impacts new transportation corridors may create on land use.

D. SUBTASKS

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- 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

Task 2 - FY 11

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local (In-Kind)	Total
2.1	LUTS	5,000	0	500	5,500
TOTAL		5,000	0	500	5,500

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

- (1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

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

Staff assisted in the continuous revisions of the 2008-2011 Transportation Improvement Program and the implementation of the Control Access and Traffic Calming workshop intended to educate the public, stakeholders and decision-makers on traffic calming and land use access policies and alternatives.

D. SUBTASKS

- 3.1 Transportation Improvement Program (TIP) - assisting in the development and revision of the Transportation Improvement Program.
- 3.2 Transportation Management Area (TMA) Compliance Project

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Objective: All current MPO Policies, Plans, Programs, and Procedures will be reviewed and amended. Expected Outcome: To bring said Plans, Programs and Procedures into conformity with all pertinent requirements of future TMA status. (To be conducted by consultant.)

E. FUNDING & PARTICIPATION SUMMARY

Task 3 - FY 11

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local (In-Kind)	Total
3.1	LUTS	5,000	0	500	5,500
3.2	LUTS	40,000	0	4,000	44,000
TOTAL		45,000	0	4,500	49,500

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

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

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.

C. PREVIOUS WORK

The all MPO plans, programs, policies, and procedures were revised and amended in order to achieve SAFETEA-LU compliance. The 2010-2035 Laredo Metropolitan Transportation Plans (MTP) project was completed.

D. SUBTASKS

4.1 2010-2035 Laredo Metropolitan Transportation Plans (MTP) - assist in the ongoing revision of Metropolitan Transportation Plan.

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E. FUNDING & PARTICIPATION SUMMARY

Task 4 - FY 11

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local (In-Kind)	Total
4.1	LUTS	5,000	0	500	5,500
TOTAL		5,000	0	500	5,500

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

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

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 completed in FY 2008, the Transit Development Plan was completed in FY 09. In FY 10, the McPherson Corridor Capacity and Mobility Analysis Project was completed, and both the Bus Rapid Transit Plan and the Del Mar Corridor Study were initiated.

D. SUBTASKS

5.1 Bus Rapid Transit (BRT) Feasibility Study

Objective: To evaluate the existing transit system and demographic forecasts to assess the feasibility of implementing bus rapid transit service. Expected Outcome: The plan will provide recommendations regarding changes to the existing system and an implementation plan with short and long-term strategies. (This is a carry over project from FY 10 - To be conducted by consultant.)

5.2 Del Mar Corridor Study

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Objective: The study will evaluate Del Mar Road, from IH 35 east to Loop 20, for mobility improvements. Expected Outcome: To provide roadway improvement recommendations with a concentration on increasing capacity, improving safety, and providing for access management. (This is a carry over project from FY 10- To be conducted by consultant.)

5.3 Safe Routes to School Study

Objective: The study will evaluate school bus and/or pedestrian routes to identify the highest risk routes. Expected Outcome: To provide route improvement recommendations with an implementable capital program for high risk areas. (To be conducted by consultant.)

E. FUNDING & PARTICIPATION SUMMARY

Task 5 - FY 11

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local (In-Kind)	Total
5.1	LUTS	45,000	0	4,500	49,500
5.2	LUTS	45,000	0	4,500	49,500
5.3	LUTS	143,446.98	0	14,344.69	157,791.67
TOTAL		233,446.98	0	23,344.69	256,791.67

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

(1) TPF – This includes both FHWA PL-112 and FTA Section 5303 funds.

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TABLE 1 –BUDGET SUMMARY-- FY 11

UPWP Task	FTA Task	Description	TPF¹ Funds	FTA Sect. 5307	Local Funds	Total Funds
1.0	44.21.00	Administration- Management	65,000	0	6,500	71,500
2.0	44.22.00	Data Development and Maintenance	5,000	0	500	5,500
3.0	44.24.00	Short Range Planning	45,000	0	4,500	49,500
4.0	44.23.00	Metropolitan Transportation Plan	5,000	0	500	5,500
5.0	44.27.00	Special Studies	233,446.98	0	23,344.69	256,791.67
Total			353,446.98	0	35,344.69	388,791.67

¹ TRANSPORTATION PLANNING FUNDS

FHWA (PL-112) ²	\$ 272,011.98
FTA Section 5303	\$ 81,435.00
Estimated Unexpended Carryover	<u>\$ 0.00</u>
TOTAL TPF	\$ 353,446.98

² Estimate based on prior years authorizations

By minute order, the Texas Transportation Commission authorizes the use of transportation development credits as TxDOT's non-Federal share for FHWA (PL-112) and FTA 5303 funds. As the credits reflect neither cash nor man-hours, they are not reflected in the funding tables.

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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. Albert Quintanilla, P.E.	District Engineer	TxDOT
Mr. Albert Ramirez, P.E.	Transportation Planning and Development Director	TxDOT
Ex-Officio		
Honorable Judith Zaffirini	Senator - District 21	State of Texas
Honorable Richard Raymond	Representative - District 42	State of Texas
Honorable Ryan Guillen	Representative- District 31	State of Texas

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APPENDIX B
METROPOLITAN AREA BOUNDARY MAP

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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

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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

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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

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APPENDIX F
MPO SELF-CERTIFICATION**

In accordance with Title 43, Part 1, Chapter 15, Subchapter A, Rule §15.5 of the Texas Administrative Code, the Texas Department of Transportation, and the Laredo Urban Transportation Study which is the designated 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) In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Mr. Albert Quintanilla
District
Texas Department of Transportation

District Engineer

Date

Mayor Raul G. Salinas
Metropolitan Planning Organization
Policy Board Chairperson

Chairperson

Date

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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)

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.

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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.

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FTA/TxDOT Section 5303 Budget Worksheet for FY2011

MPO: Laredo Urban Transportation Study

PART A. TECHNICAL ACTIVITIES

Show estimated cost (Section 5303 only) by appropriate activity line item.

Metropolitan Planning		Section 5303 Federal Share
44.21.00	Program Support and Administration	\$ _____
44.22.00	General Development and Comprehensive Planning	\$ _____
44.23.01	Long Range System Level Planning	\$ _____
44.23.02	Long Range Project Level Planning	\$ <u>81,435</u>
44.24.00	Short Range Transportation Planning	\$ _____
44.25.00	Transportation Improvement Program	\$ _____
 Other		
44.27.00	Other Activities	\$ _____
 TOTAL (Section 5303 Funding)		\$ <u>81,435</u>

TxDOT will apply transportation development credits sufficient to provide the match for FTA Section 5303 program. As the credits reflect neither cash nor man-hours, they are not reflected in the above.

PART B. FUND ALLOCATIONS

How will the MPO's FTA funds be allocated:

- A) Metropolitan Planning Organization \$ 81,435
- B) Transit Agencies (Pass-through Funds) \$ _____
- C) State/Local Agencies (Pass-through Funds) \$ _____

Please identify individual agency(s)/amount(s) for pass-through funds

_____ \$ _____
_____ \$ _____

TOTAL (matches the total on pg 1) \$ 81,435

Person to contact regarding this worksheet:

Name: Vanessa Guerra

Phone: 956-794-1604

E-Mail vguerra@ci.laredo.tx.us

TxDOT PTN Contact: Karen Dunlap
Phone: 512-374-5239
FAX: 512-374-5244
Email: kdunlap@dot.state.tx.us

FTA BUDGET CODE EXPLANATIONS

Metropolitan Planning

Program Support and Administration (44.21.00) Include basic overhead, program support, and general administrative costs directly chargeable to the FTA project, i.e., direct program support, administration, interagency coordination, citizen participation, public information, local assistance, UPWP development, etc. (If direct program administrative and support costs are included in each work or activity, do not enter them a second time in this category.)

General Development and Comprehensive Planning (44.22.00) Include only the costs of activities *specifically emphasizing* regional policy and system planning for non-transportation functional areas, including the development and maintenance of related data collection and analysis systems, demographic analysis and non-transportation modeling and forecasting activity, i.e., land use, housing, human services, environmental and natural resources, recreation and open space, public facilities and utilities, etc.

Long Range System Level Planning (44.23.01) Include only the costs of activities *specifically emphasizing* long range transportation system planning and analysis, i.e., long range travel forecasting and modeling including appropriate data base development and maintenance for transportation in the entire metropolitan area or state, system analysis, sketch planning, system plan development, reappraisal or revision, and all long range, Transportation System Management (TSM) activities.

Long Range Project Level Planning (44.23.02) Include only the costs of activities *specifically emphasizing* long range project level planning and analysis, i.e., corridor and sub-area studies, cost effectiveness studies, feasibility and location studies, and the preparation of related draft environmental impact studies.

Short Range Transportation Planning (44.24.00) Include only the cost of activities *specifically emphasizing* short range transportation system or project planning and analysis proposed in the next three to five years, i.e., management analyses of internal operations such as, management/administration, maintenance, personnel, and labor relations; service planning including appropriate data base development and maintenance; TDP preparation; financial management planning, including alternative fare box policies; all short range Transportation System Management (TSM) activities including vanpool/ridesharing, high occupancy vehicles, parking management, etc.

Transportation Improvement Program (44.25.00) Include only the costs of activities *specifically emphasizing* TIP development and monitoring.

Other

Other Activities (44.27.00) Include only the cost of those activities whose primary emphasis is unrelated to the specific types of activities described above.