



UNIFIED PLANNING WORK PROGRAM

FY 2016

ADOPTED BY THE POLICY COMMITTEE ON: JULY 20, 2015

***LAREDO URBAN TRANSPORTATION STUDY
2016 UNIFIED PLANNING WORK PROGRAM***

I. INTRODUCTION

The Unified Planning Work Program (UPWP) originated from the Federal-Aid Highway Act of 1973 and incorporates into one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken by the Metropolitan Planning Organization in the study area for the year. The United States Department of Transportation, through its modal administrations, requires development of an annual Unified Planning Work Program (UPWP) to describe intermodal comprehensive transportation planning in areas with populations greater than 50,000. This program was designed to incorporate federal Section 112 (“PL” funds) and Section 5303 (transit) planning funds and intended to provide a mechanism for the coordination of all planning activities required by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Federal regulations allow for a one or two year work program.

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, The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU), and Moving Ahead for Progress in the 21st Century Act (MAP-21).

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) reemphasized the necessity of the program and much greater emphasis was placed on the planning process. Transportation Equity Act for the 21st Century of 1998 prioritized: local officials, in cooperation with the State and transit operators, remain responsible for determining the best mix of transportation investments to meet metropolitan transportation needs. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU) as authorized in 2005 defined the structure of the metropolitan planning process and continued the program’s emphasis on promoting a strong cooperative process between all stakeholders within MPO involvement.

Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law by the President on July 6, 2012, and calls for a streamlined and performance-based surface transportation program. It builds on many of the highway, transit, bicycle, and pedestrian programs and policies established in by ISTEA 1991.

The Clean Air Act Amendments (CAAA) of 1990 also influences the metropolitan planning process. In general the Act requires that transportation actions and projects proposed and/or implemented in the metropolitan planning area must support the attainment of federal standards for ozone by meeting specific requirements set out by the Environmental Protection Agency (EPA), regarding air quality conformity. Since the Laredo Urbanized Area has been designated an “attainment” area for air quality conformity, the law exempts the urbanized area (UZA) from conformity requirements therefore; it is not addressed in this document.

FY 2016 UPWP

The Unified Planning Work Program (UPWP) is developed to comply with the mandatory metropolitan planning requirements and was adopted by the Laredo Metropolitan Planning Organization Policy Committee at a public meeting, following a twenty-day comment period as required by the adopted Public Participation Plan.

A. PURPOSE

The UPWP describes and schedules the work to be undertaken by the Laredo Urban Transportation Study during the upcoming fiscal period, and includes a financial participation summary.

Eight Planning Areas

MAP-21 requires that Metropolitan Planning Organizations address eight planning areas when considering the transportation needs of their study areas. The **eight planning areas** include:

1. Increase the safety of the transportation system for motorized and non-motorized users.
2. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
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.

Performance Based Planning

MAP-21 also calls for metropolitan planning organizations, public transportation providers and state departments of transportation to establish and use a performance-based approach to transportation decision making to support the seven national goals. The USDOT must establish performance measures related to seven goal areas for the federal-aid highway system by April 1, 2014. The **seven federal goal areas** as listed in 23 USC 150 include:

1. *Safety*: To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. *Infrastructure condition*: To maintain the highway infrastructure asset system in a state of good repair.
3. *Congestion reduction*: To achieve a significant reduction in congestion on the National Highway System.
4. *System reliability*: To improve the efficiency of the surface transportation system.
5. *Freight movement and economic vitality*: To 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*: To enhance the performance of the transportation system while protecting and enhancing the natural environment.

FY 2016 UPWP

7. *Reduced project delivery delays:* To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The goal areas for public transportation address:

1. *Transit Safety*
2. *Transit Asset Management*

Each state Department of Transportation (DOT) will then have one year (to April 1, 2015*) to establish performance targets in support of those measures. [*At the time of the drafting of this document, the State had yet to establish its performance targets.] Subsequent to the State adopting its performance targets the MPO's will have 180 days to establish performance targets coordinated with those of the state DOT's and public transportation providers. When these targets are set, the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The Metropolitan Transportation Plan will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan.

The MPO intends to develop performance targets as required by MAP 21 in coordination with the State, in addition to the local transit provider, El Metro. Public involvement policy and process will be critical to the preparation and implementation of performance measures in the planning process as required by MAP-21. By incorporating the use of performance measures, the MPO can track improvements towards the accomplishment of important outcomes for the region.

Public Involvement

The Laredo MPO's Public Participation Plan (PPP) gives citizens the opportunity to comment during all phases of the transportation planning process. The MPO welcomes public comment throughout the planning process and utilizes its website <http://www.ci.laredo.tx.us/city-planning/Departments/MPO/index.html>, as well as local periodicals including, the Laredo Morning Times and El Manana, to notify the public of meetings and opportunities to comment.

In order to ensure public involvement, 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 20 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 5 days in advance of adoption. The PPP further requires that revisions of the UPWP may only be accomplished thru action of the Policy Committee, following 72 hour posted advance notice to the public.

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 Metropolitan Planning Organization is governed by the Policy Committee established in accordance with adopted MPO Bylaws. 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, two representing the City of Laredo, one Councilman representing the Laredo Mass Transit Board, the Laredo TxDOT District Administrator, TxDOT's District Transportation Planning and Development Director, the Webb County Judge, and two Webb County Commissioners. 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 Policy Committee is the body of the MPO that holds review and decision-making authority over transportation planning efforts undertaken by the Laredo Urban Transportation Study, acting as the Metropolitan Planning Organization, and by the Texas Department of Transportation in the Laredo Metropolitan Area (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 (Chairperson) • The General Manager of the City Transit System • Laredo Manager of Traffic Safety • Laredo Airport Manager • Laredo City Engineer • Laredo Bridge Manager 	<u>State Representatives:</u> <ul style="list-style-type: none"> • TxDOT Planning Representative (Vice-Chairperson) • TxDOT Planning Representative • TxDOT Area Engineer • TxDOT Transportation Planning and Development Representative
<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 • A representative of Texas A&M International University • A representative of Laredo Community College
<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 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

City of Laredo staff providing service and support to the MPO include: the Planning Director, a transportation planner, a GIS technician, a clerk, an accountant and others as may be required.

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 the Railroad Quiet Zone Study Update, the Transit Plan Update, the Bicycle and Pedestrian Plan, and the Mines Road Study. Outside consulting services are also being considered for the completion of the Limited English Proficiency Plan and the TMA Certification Project.

E. PLANNING ISSUES AND EMPHASIS

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

- Growth and Development Data and Projections
- Public Transportation Needs
- Alternative modes of transportation
- Transportation Management Area Certification

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 2015 PEAs include:

1. MAP-21 Implementation: Transition to Performance Based Planning and Programming. Addressed in the Subtask(s) listed below which include project/task aspect(s) that support the development and implementation of a performance management approach to transportation planning and programming, and the achievement of transportation system performance outcomes:
 - 1.1 Program administration
2. Models of Regional Planning and Cooperation: Promote cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning. Addressed in the Subtask(s) listed below which include project/task aspect(s) that encourage collaboration among TxDOT, the MPO, and the local transit operator on data collection, data storage and analysis, analytical tools, and performance based planning:
 - 5.3 Transit Plan Update
3. Ladders of Opportunity: Access to essential services – as part of the transportation planning process, identify connectivity gaps in access to essential services (i.e., housing, employment, health care, schools/education, and recreation.) Addressed in the Subtask(s) listed below which include project/task aspect(s) that support the identification of transportation system connectivity failures that preclude access of the public , including traditionally underserved populations, to essential services:
 - 5.3 Transit Plan Update
 - 5.4 Bicycle and Pedestrian Plan

II. TASK 1.0 - ADMINISTRATION AND MANAGEMENT

A. OBJECTIVE

To ensure that the Laredo Metropolitan Area transportation planning process is a fully 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 includes the following: fulfillment of planning objectives; compliance with state and federal requirements; continuation of a proactive public involvement process, reports, certifications, and administration.

C. PREVIOUS WORK

Both the Technical and Policy Committee meetings held on an ongoing basis to make appropriate revisions to documents and approve programs. Staff conducted public meetings as required by FHWA, FTA, the State and local government in the development of transportation planning documents, and reports. Staff attended various meetings, and workshops, and made presentations at public meetings.

D. SUBTASKS

- 1.1 Program support 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.
(Routine work effort – carried over from previous year)
- 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.

E. FUNDING & PARTICIPATION SUMMARY

Task 1 - FY 16

Subtask	Responsible Agency	Transportation Planning Funds (TPF)¹	FTA Sect. 5307	Local	Total
1.1	LUTS	105,000	0	0	105,000
1.2	LUTS	10,000	0	0	10,000
TOTAL		115,000	0	0	115,000

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 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.

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

Maintain the MPO website and a database on population, housing, land use and transportation characteristics. Monitor growth patterns in the study area for their impact on community transportation systems. Staff will assist with the continual integration of data into GIS format in order to facilitate organization, retrieval and analysis, and to continue and further the goals and objectives of comprehensive transportation planning.

B. EXPECTED PRODUCTS

Updated demographics including population, land use, housing employment and roadway 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 developed in-house and with the assistance of outside professionals, using resources available in the community, as well as, the US Census. The MPO website will continue to be modified and updated to increase functionality, ease of use, visualization capacity, public outreach, and transparency.

C. PREVIOUS WORK

The MPO website was continually updated to provide access to meeting agendas, packets, and publications as they became available. The site was also modified to include a section for Title VI information. Staff reviewed and updated the functional classification of the entire network. Staff also smoothed the boundaries as necessary. All data was input and submitted. After review by TxDOT, the MPO attended a series of webex meetings with TxDOT and FHWA to further review the network's functional classification and clarify or revise selected segment classifications if required. MPO staff received and reviewed the files and reports for the Congestion Management Project. The Travel Demand Data Development Project and the 2015-2040 MTP project were completed. Projects map were developed, retrieved and or printed as new projects were approved by the MPO Committee, or requested.

D. SUBTASKS

- 2.1 Growth development monitoring, projections, and website. The GIS staff will assist in the ongoing collection, review, analysis and mapping of demographic data related to population, land use, housing, and employment. The subtask will also provide for GIS related staff training, and the purchase of equipment, software, materials and supplies for printing of maps. Staff will monitor the MPO website, continue to modify it in the interest of ease of use and transparency, and assist in posting MPO products online. (Routine work effort – carried over from previous year)
- 2.2 Demographic Data Development Project - Objective: To collect and format all the demographic data necessary for input into the 2013-2045 Travel Demand Model. Expected Outcome: the MPO is required to gather and prepare all demographic data necessary for submittal to TxDOT for the preparation of the 2013-2015 Travel Demand Model. TxDOT will update the model from a 2008 to a 2013 base year and from a 2040

FY 2016 UPWP

forecast year to a 2045 forecast year (Non-Routine Work Effort – To be initiated this year and conducted by consultant.)

E. FUNDING & PARTICIPATION SUMMARY

Task 2 – FY 16

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
2.1	LUTS	20,000	0	0	20,000
2.2	LUTS	100,000	0	0	100,000
TOTAL		120,000	0	0	120,000

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 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.

IV. TASK 3.0 - SHORT RANGE PLANNING

A. OBJECTIVE

To complete those activities associated with near-term planning and implementation of 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 will develop and/or revise as necessary the UPWP, the TIP, By-Laws, and the Public Participation Plan. A Limited English Proficiency Plan will be developed and adopted in accordance with federal and state guidelines. The MPO also anticipates continued participation in the regional service planning process, as well as, any activity associated with FTA's 5310 Senior's with Disabilities Program or 5339 - Bus and Bus Facilities Program. The MPO will also participate in a formal certification review to be conducted by the Federal Highway Administration (FHWA) which is tentatively scheduled for April of 2016.

C. PREVIOUS WORK

Staff assisted in the development and continued revision of the 2015- 2018 TIP, the 2015 UPWP, as well as the continuous revisions of the 2013-2016 Transportation Improvement Program (TIP). Staff worked closely with the selected consultant on the TMA Certification Project intended to prepare the MPO, its planning partners and organizational documents for both the mock and formal certification review process. The Certification Notebook was prepared and submitted to FHWA. The Notebook was used during the informal Certification Review conducted in December of 2014. The Certification project as was completed. Staff received a number of commendations as well as recommendations for the improvement of the planning process. Staff has begun implementing said recommendations including those regarding: insertion of 8 planning factors into the TIP, scheduling regular Technical Committee meetings,

FY 2016 UPWP

posting the Policy Committee's schedule on the website, and the finalization of the Primer. Staff developed and submitted the Annual Performance and Expenditure Report and the Annual Projects list. Staff continued to research the development of a Limited English Proficiency Plan while deliberating whether to develop the project in-house or to procure outside consultant assistance. Staff submitted all materials requested by the TxDOT office of Civil Rights during the Title VI desk audit, and continues to develop and submit the required documents.

D. SUBTASKS

- 3.1 TIP/UPWP/By-Laws/PPP/LEP/Title VI Plan/TMA Certification – assisting in the development and/or revision of the Transportation Improvement Program (TIP), UPWP, By-Laws, the Public Participation Plan, the Limited English Proficiency Plan, the Title VI Plan and the TMA Certification project. (Routine work effort- carried over from previous year)
- 3.2 Limited English Proficiency Plan – In accordance with Title VI non-discrimination laws the MPO seeks to develop and adopt a Limited English Proficiency Plan, in compliance with all Federal and State laws, which will define the manner in which the Laredo MPO will accommodate persons with limited ability to read, write, speak or understand English. (Non-Routine Work Effort - Under consideration for development by Staff or consultant- This is a carry-over project.)
- 3.3 Transportation Management Area (TMA) Certification Project- Phase 2 – Objective: To continue preparations for the formal TMA Certification Review including addressing all recommendations resulting from the Informal Certification Review. Expected Outcome- the preparation of the MPO for the Formal certification review which is tentatively scheduled for late April of 2016. (Non-routine work effort - To be considered for development by consultant. Previous contract and scope of work were 100 % completed.)

E. FUNDING & PARTICIPATION SUMMARY

Task 3 - FY 16

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
3.1	LUTS	20,000	0	0	20,000
3.2	LUTS	30,000	0	0	30,000
3.3	LUTS	50,000	0	0	50,000
TOTAL		100,000	0	0	100,000

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 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.

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. 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) to conform to state and federal requirements. Staff will also assist in the development of the 2015- 2040 MTP.

C. PREVIOUS WORK

Staff assisted in the continuous revision of the 2010-2035 Laredo Metropolitan Transportation Plan. Staff also worked closely with the selected consultant on the development of the 2015-2040 MTP, which was completed and approved in December of 2014

D. SUBTASKS

- 4.1 2015-2040 Laredo Metropolitan Transportation Plan (MTP) - assist in the ongoing revision of Metropolitan Transportation Plan.

E. FUNDING & PARTICIPATION SUMMARY

Task 4 - FY 16

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

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 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.

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, the McPherson Corridor Capacity and Mobility Analysis Project was completed in FY 10. In FY 11 both the Bus Rapid Transit Plan and the Del Mar Corridor Study were completed. In FY 2013, the Para-Transit Plan Update was completed. The TMA Certification Project, and the 2015-2040 MTP were completed. The Rail Road Quiet Zone Update study was initiated and nearing completion. Contract amendments were developed and executed for the Congestion and Delay, the Railroad Quiet Zone, and MTP studies. The 2015 Congestion and Delay Study was completed and the CMP network and performance measures were adopted in March of 2015.

D. SUBTASKS

- 5.1 Railroad Quiet Zone Study Update - Objective: Develop a strategy to implement a train whistle ban in Laredo following adopted federal guidelines. The study will evaluate railroad lines by segments and provide detailed recommendations for implementation. Data will be collected at each railroad crossing and analysis and recommendations will be developed for each crossing. The study will also provide recommendations regarding capital improvements necessary, cost estimates, alternative recommendations, and order of implementation for infrastructure improvements. Expected Outcome: To update the study that was performed for the MPO in 2006. (Non-routine work effort -is conducted by consultant. This is a carry-over project.)
- 5.2 Transit Development Plan-Objective: 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, and guidance in the preparation of annual budgets. Expected Outcome: To update the study that was performed for the MPO in 2009. (Non-routine work effort - To be conducted by consultant. This is a carryover project.)
- 5.3 Bicycle and Pedestrian Plan - Objective: To develop a plan for creating an environment conducive for walking or cycling as a mode choice, as well as, providing recreational opportunities for walking and cycling in order to encourage a healthy lifestyle . Expected Outcome: To adopt a plan that will provide guidance for the development and implementation of an interconnected network of designated on-street bicycle facilities as well as off-roadway trails and sidewalks. (Non-routine work effort – to be conducted by consultant- This a carry over project)

FY 2016 UPWP

- 5.4 Mines Road Area Study- Objective: To evaluate that area in the vicinity of Mines Road from its intersection with IH 35 north to its intersection with 255, from the river to IH35, for mobility improvements with a concentration on increasing roadway capacity and level of service. Analysis should include at a minimum: an origin and destination study, evaluation of commercial, transit, and passenger vehicle traffic patterns, access management, alternative access routes, both existing and proposed and signal timing improvements. Expected Outcome: A comprehensive traffic study also including short and long term, prioritized improvement recommendations, cost estimates and possible revenue sources. (Non-routine work effort – to be conducted by consultant. This is a carry- over project)

E. FUNDING & PARTICIPATION SUMMARY

Task 5 - FY 16

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
5.1	LUTS	5,000	0	0	5,000
5.2	LUTS	300,000	0	0	300,000
5.3	LUTS	75,000	0	0	75,000
5.4	LUTS	200,000	0	0	200,000
TOTAL		580,000	0	0	580,000

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 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.

FY 2016 UPWP

TABLE 1 –BUDGET SUMMARY— FY 16

UPWP Task	FTA Task	Description	TPF¹ Funds	FTA Sect. 5307	Local	Total Funds
1.0	44.21.00	Administration-Management	115,000	0	0	115,000
2.0	44.22.00	Data Development and Maintenance	120,000	0	0	120,000
3.0	44.24.00	Short Range Planning	100,000	0	0	100,000
4.0	44.23.00	Metropolitan Transportation Plan	5,000	0	0	5,000
5.0	44.27.00	Special Studies	580,000	0	0	580,000
TOTAL			920,000	0		920,000

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 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.

FHWA (PL-112) ²	\$ 458,227.00
Estimated Unexpended Carryover	<u>\$ 461,773.00</u>
TOTAL TPF	\$ 920,000.00

² Estimate based on prior years authorizations

**FY 2016 UPWP
APPENDIX A**

**LAREDO URBAN TRANSPORTATION STUDY
POLICY COMMITTEE**

Honorable Pete Saenz	Mayor	City of Laredo
Honorable Roque Vela, Jr.	City Councilmember	City of Laredo
Honorable Charlie San Miguel	City Councilmember	City of Laredo
Honorable Roberto Balli	City Councilmember	Laredo Mass Transit Board
Honorable Tano Tijerina	Webb County Judge	Webb County
Honorable John Galo	Webb County Commissioner	Webb County
Honorable Jaime Canales	Webb County Commissioner	Webb County
Ms. Melisa Montemayor	District Administrator	TxDOT
Mr. Albert Ramirez, P.E.	Transportation Planning and Development Director	TxDOT
<i>**Ex-Officio**</i>		
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

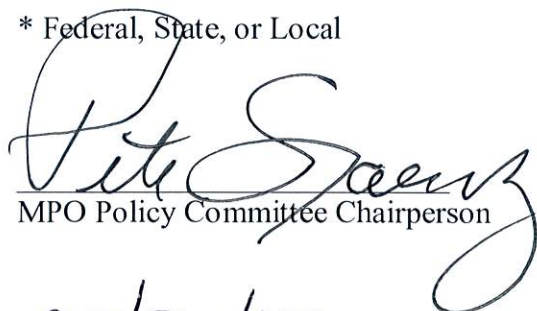
FY 2016 UPWP

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

07/20/15
Date

**FY 2016 UPWP
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.

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.


Laredo MPO Policy Committee - Chairperson

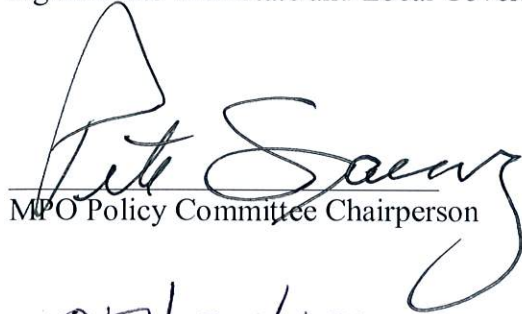
07/20/15
Date

FY 2016 UPWP

APPENDIX E

CERTIFICATION OF COMPLIANCE

I, Pete Saenz, 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 2 CFR 200, "Uniform Administrative Requirements for Grants and Cooperative Agreements with State and Local Governments," as it may be revised or superseded.


MPO Policy Committee Chairperson

07/20/15
Date

Attest:

Pete Saenz
Name

City of Laredo Mayor - MPO Chairman
Title

RESOLUTION NO. MPO 2015-08


BY THE LAREDO URBAN TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

ADOPTING THE 2016 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the Laredo Urban Transportation Study (LUTS), the designated Metropolitan Planning Organization (MPO), for the Laredo Urbanized Area wishes to adopt the 2016 Unified Planning Work Program (UPWP); and,

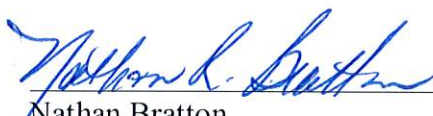
WHEREAS, the Laredo Urban Transportation Study finds that the 2016 Unified Planning Work Program (UPWP) meets federal and state requirements, and meets the transportation planning needs of the Laredo Metropolitan Area;

NOW THEREFORE BE IT RESOLVED, that the Laredo Urban Transportation Study, as the designated Metropolitan Planning Organization for the Laredo Urban Area, adopts the 2016 Unified Planning Work Program (UPWP), which is attached hereto and made a part hereof for all purpose on this the 20th day of July, 2015



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

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



Nathan Bratton
MPO Director



Melisa Montemayor
TxDOT District Administrator