



# LAREDO & WEBB COUNTY

## AREA METROPOLITAN PLANNING ORGANIZATION

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# UNIFIED PLANNING WORK PROGRAM

## FY 2022

ADOPTED BY THE POLICY COMMITTEE ON: July 19<sup>th</sup>, 2021

AMENDED ON: 04/20/2022

This document has been prepared in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). All contents of this report reflect the views of the authors who are responsible for the opinions, findings and conclusions presented herein. The contents do not necessarily reflect the views or policies of FHWA, FTA or TxDOT.

**ACTION ITEM**

<b>DATE:</b> 4-20-22	<b>SUBJECT: RESOLUTION</b>  Receive public testimony and approve resolution No. MPO 2022-04, amending the FY 2022 Unified Planning Work Program (UPWP) as follows:  <ul style="list-style-type: none"> <li>Add subtask 5.6 intended to allow the Laredo Webb County Area Metropolitan Planning Organization’s participation in the River Road Corridor Study by programming an additional \$125,000.</li> </ul>
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<b>INITIATED BY:</b> MPO Staff	<b>STAFF SOURCE:</b> Juan S. Mendive, Interim MPO Director
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**PREVIOUS COMMITTEE ACTION:** The FY 2022 UPWP was adopted on July 19<sup>th</sup>, 2021.

**BACKGROUND:**

The UPWP is a one-year work program which describes in detail transportation planning programs and activities to be performed by the MPO in a fiscal year. The UPWP shall reflect transportation planning work tasks to be funded by federal, state, or local transportation planning funds. MPOs may amend their UPWP at any time. UPWP amendments for Transportation Management Area (TMA) MPOs are submitted by TxDOT to FHWA for their approval. The MPO shall not incur any costs for work outlined in the UPWP or subsequent amendments prior to receiving approval from TxDOT.

The MPO plans to participate in the River Road Corridor Study through an interlocal agreement with the Webb County City of Laredo Regional Mobility Authority (WC-CL RMA) by sharing 50% of the cost associated with the study. The total cost of the study is \$250,000 with the MPO and the WC-CL RMA each contributing \$125,000. This study is intended to develop a final alignment of the River Road project identified in the 2020-2045 Metropolitan Transportation Plan and determine traffic benefits for the surrounding area.

The proposed amendment would program an additional \$125,000 in transportation planning funds under UPWP *Task 5.0 - Special Studies* for FY 2022.

UPWP Task	Description	TPF <sup>1</sup> Funds	FTA Sect. 5307	Local	Total Funds
1.0	Management & Administration	\$ 500,000	\$ 0	\$ 0	\$ 500,000
2.0	Data Development and Maintenance	\$ 100,000	\$ 0	\$ 0	\$ 100,000
3.0	Short Range Planning	\$ 30,000	\$ 0	\$ 0	\$ 30,000
4.0	MTP / Long Range Plan	\$ 50,000	\$ 0	\$ 0	\$ 50,000
5.0	Special Studies	\$ 755,000	\$ 0	\$ 0	\$ 755,000
<b>TOTAL</b>		<b>\$ 1,435,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,435,000</b>

<b>COMMITTEE RECOMMENDATION:</b> Approval.	<b>STAFF RECOMMENDATION:</b> Approval.
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**RESOLUTION NO. MPO 2022-04**

BY THE LAREDO WEBB COUNTY AREA  
METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE

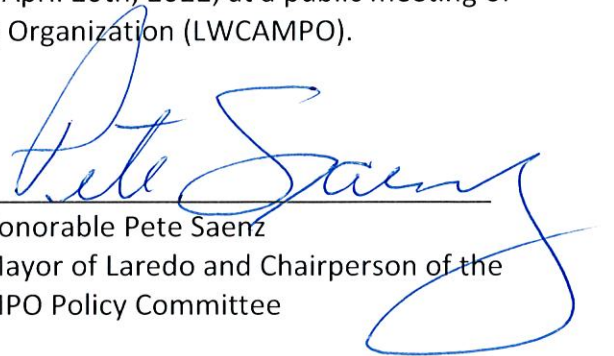
**ADOPTING THE REVISED FY 2022 UNIFIED PLANNING WORK PROGRAM (UPWP)**

**WHEREAS**, the Laredo Webb County Area Metropolitan Planning Organization wishes to adopt the revised 2022 Unified Planning Work Program (UPWP); and,

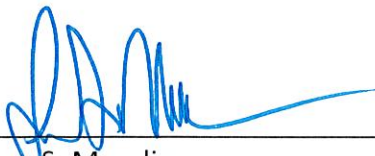
**WHEREAS**, the Laredo Webb County Area Metropolitan Planning Organization finds that the revised 2022 Unified Planning Work Program (UPWP) meets federal and state requirements, and meets the transportation planning needs of the Laredo Metropolitan Area;

**NOW THEREFORE BE IT RESOLVED**, that the Laredo Webb County Area Metropolitan Planning Organization has adopted the revised 2022 Unified Planning Work Program (UPWP), which is attached hereto and made part hereof for all purpose on this the 20<sup>th</sup> day of April 2022.

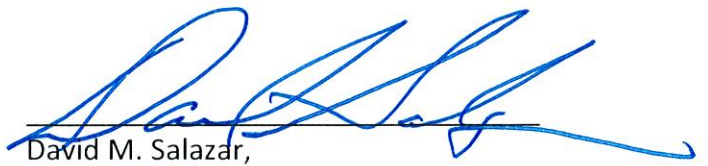
We certify that the above resolution was adopted on April 20th, 2022, at a public meeting of the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO).



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



Juan S. Mendive  
Interim MPO Director



David M. Salazar,  
TxDOT, District Engineer

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## I. INTRODUCTION

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

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

### A. PURPOSE

The Unified Planning Work Program (UPWP) is the instrument that serves as the document for coordinating and identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process for Laredo, Texas and portions of Webb County. An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually. This UPWP is a one-year transportation planning work program which describes in detail transportation planning programs, and activities to be performed in LWCAMPO for the FY 2022.

However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, the Laredo MPO prepares this UPWP with input from federal, state and local jurisdictions, and transportation providers in the region.

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

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

### FAST Act Planning Factors

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

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

1. **Safety:** achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure Condition:** maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion Reduction:** achieve a significant reduction in congestion on the National Highway System.
4. **System Reliability:** improve the efficiency of the surface transportation system.
5. **Freight Movement and Economic Vitality:** Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental Sustainability:** enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced Project Delivery Delays:** reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agency work practices.

## Performance Management

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

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

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

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

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

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



## **B. DEFINITION OF AREA**

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

## **C. ORGANIZATION**

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

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

### Metropolitan Planning Organization

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

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

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

MPO staff has the following general responsibilities:

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

#### **D. PRIVATE SECTOR INVOLVEMENT**

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

#### **E. PLANNING ISSUES AND EMPHASIS**

##### ***Planning Issues***

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

- ***Population*** - The number of jobs and people in the Laredo MPO region are expected to grow by more than 50 percent over the next 25 years. Growth in the past has been accommodated mainly thorough sprawl. The City of Laredo recognizes that for many reasons this type of growth is unsustainable. In order to plan for future growth in the region—a considerable share of which is expected to occur through infill and redevelopment—a more efficient allocation of transportation resources should be considered. There is an increased desire for multi-modal transportation alternatives, but facilities for walking, biking, and other options are lacking.
- ***Freight*** - Recent projections indicate that the trade values of all outbound, inbound or internal types of freight movement are projected to be more than double than the current levels. Said growth will continue to add capacity burdens on the network.
- ***Transit*** - Key issues facing the transit system in the upcoming years include: more customers, more service needs, and less funding.

- **More customers** - Population projections show a growing transit dependent population, especially in growth areas in south Laredo.
- **More service needs** - Recent ridership surveys revealed concerns regarding the frequency of service, slowness of buses, and the length of wait times. Increased bus frequency and longer service hours were suggested.
- **Less funding** - The 2010 census revealed that the Laredo region's population had surpassed 200,000 people which resulted in a decrease in federal and state operation funding assistance. Said decrease in outside funding makes it necessary to rely on more local funding sources.

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

### **Emphasis Areas**

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

- **MAP-21 Implementation - Transition to Performance Based Planning and Programming.** Performance based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. Relevant UPWP work tasks include working with local planning partners to identify ways to implement performance-based planning provisions such as collecting performance data, selecting and reporting performance targets for metropolitan areas, and reporting actual system performance related to those targets. The Laredo MPO uses scenario planning through the Travel Demand Model process to develop the Laredo Metropolitan Transportation Plan.
- **Regional Models of Cooperation - Ensure a Regional Approach to Transportation Planning by Promoting Cooperation and Coordination across Transit Agency, MPO, and State Boundaries.** The Laredo MPO will continue to work with its planning partners to improve the effectiveness of transportation decision-making by thinking beyond traditional borders and adopting a coordinated approach to transportation planning. A coordinated approach supports common goals and capitalizes on opportunities related to project delivery, congestion management, safety, freight, livability, and commerce across boundaries. Improved multi-jurisdictional coordination between the Laredo MPO, TxDOT, El Metro, area providers of public transportation, and the Regional Mobility Authority (RMA) can reduce project delivery times and enhance the efficient use of resources. The Laredo MPO will periodically revisit its metropolitan area planning agreements to ensure that there are effective processes for cross-jurisdictional communication between TxDOT, the Laredo MPO and local area transit providers to improve collaboration, policy implementation, technology use, and performance management.

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

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

## **II. TASK 1.0 – ADMINISTRATION & MANAGEMENT**

### **A. OBJECTIVE**

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

### **B. EXPECTED PRODUCTS**

The operation of the Metropolitan Planning Organization including the following:

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

### **C. PREVIOUS WORK**

Staff performed general administrative functions for the operation of the Organization to include the coordination of public meetings as required by FHWA, FTA, the State and local government in the development of transportation planning documents, and reports. Both, the Technical and Policy Committee meetings were virtually held on an ongoing basis to make appropriate revisions to documents and approve programs including the maintenance of the PPP, Title VI Civil Rights, Environmental Justice, and Limited English Proficiency Plans, professional development training, and Bylaw/policy amendments and implementation. Staff attended various meetings, and workshops, and made presentations at public meetings. Staff updated and implemented policies to maintain the “3-C” Planning Process.

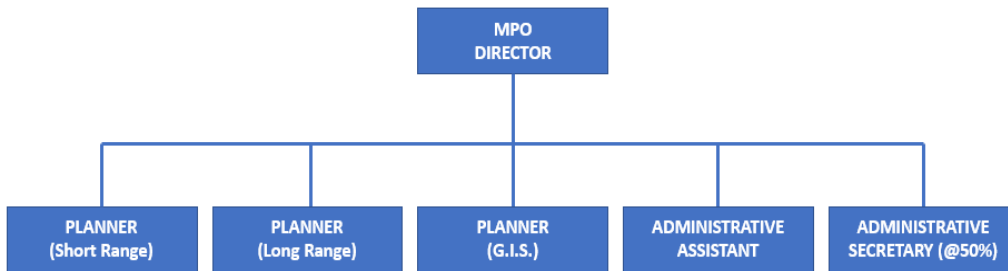
## D. SUBTASKS

### **SUBTASK 1.1 - Regional Planning and Administration.**

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

In the past the MPO staff consisted of 2 positions, demanding staff to limit their role to administration and primarily utilize consultants for all planning activities. During FY 2020-2021, the MPO increased the number of staff by hiring 2 additional Planners and has utilized City of Laredo staff to temporarily fulfill the role of unfilled positions. This action helped significantly with accomplishing not only the administrative duties of the MPO but, has also represented considerable cost savings and time reductions (over hiring consultants), and has led to better planning outcomes where expertise is maintained in-house. A good example is the creation and adoption of the Active Transportation Plan and Active Transportation Committee.

A revised organizational structure for the MPO is displayed below.



Two Planner positions are currently vacant. The MPO will attempt to fill these or any positions that may become vacant during fiscal year 2021-2022. These positions may be filled as named, or under different titles of equivalent experience and pay grade. The MPO may continue utilizing City of Laredo staff or to enter into contracts for private consultants in an effort to reach the goals of the MPO.

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

This activity supports staff development in the technical activities associated with the transportation planning process through travel to and attendance at appropriate conferences, courses, seminars, and workshops. This activity includes all equipment, furnishings, and supplies needed by personnel filling MPO staff roles. All computer hardware, software, and equipment expenditures of Federal Planning funds over \$5,000 will receive prior approval from FHWA. The MPO intends to register key planning staff for the Texas APA Conference in November 2021. For out of state travel, the MPO will seek prior TxDOT (TPP) approval. (Routine work effort).

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 1.0 - FY 2022**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
1.1	LWCAMPO	\$ 450,000	\$ 0	\$ 0	\$ 450,000
1.2	LWCAMPO	\$ 50,000	\$ 0	\$ 0	\$ 50,000
<b>TOTAL</b>		<b>\$ 500,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 500,000</b>

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

**III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE**

**A. OBJECTIVE**

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

**B. EXPECTED PRODUCTS**

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

**C. PREVIOUS WORK**

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

**D. SUBTASKS**

**SUBTASK 2.1 - General Data Administration.**

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

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

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 2.0 – FY 2022**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
2.1	LWCAMPO	\$ 100,000	\$ 0	\$ 0	\$ 100,000
<b>TOTAL</b>		<b>\$ 100,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 100,000</b>

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

**IV. TASK 3.0 - SHORT RANGE PLANNING**

**A. OBJECTIVE**

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

**B. EXPECTED PRODUCTS**

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

**C. PREVIOUS WORK**

Staff assisted in the development and continued revision of the 2019-2022 TIP and the 2021-2024 TIP. MPO staff also assisted in the development and revision of previous year UPWPs. In June of 2016, the Office of Civil Rights notified MPO Staff the Laredo MPO had demonstrated good faith efforts in meeting the requirements of the Title VI review. Staff developed a Limited English Proficiency Plan which was adopted and implemented in accordance with federal and state guidelines. A 2019 call for TAP projects was initiated in March of 2019. In April of 2020, 3 projects including the Mier/Plum Street Shared Use Paths, 9 Bus Stop Rehabilitation, and the East Chacon Creek Hike and Bike Trail Project were awarded TAP funds. In 2021, the Active Transportation Committee was formed to help improve and promote active modes of mobility within the MPO boundary; staff helped in the creation of the committee and helped coordinate its activities. In FY2021, staff initiated the Public Participation Plan update and is expected to be completed in FY 2022.

**D. SUBTASKS**

**SUBTASK 3.1 - General Administration.**

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

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 3.0 - FY 2022**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
3.1	LWCAMPO	\$ 30,000	\$ 0	\$ 0	\$ 30,000
<b>TOTAL</b>		<b>\$ 30,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 30,000</b>

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



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

### **A. OBJECTIVE**

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

### **B. EXPECTED PRODUCTS**

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

### **C. PREVIOUS WORK**

Staff assisted in the continuous revision of the 2015-2040 Laredo Metropolitan Transportation Plan and the development of the 2020-2045 MTP. Staff assisted in the continuous revision of the 2015-2040 Laredo Metropolitan Transportation Plan and the development of the 2020-2045 MTP. The 2020-2045 MTP was adopted on January 21, 2020. The Laredo & Webb County Active Transportation Plan was developed by staff in 2020 and was adopted by the City of Laredo in February 2021.

### **D. SUBTASKS**

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

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

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

MPO staff will develop a project task list and schedule related to the upcoming MTP update and will evaluate which tasks will be performed internally and which will be carried out by consultants. This subtask will entail updating the Travel Demand Model and CMP with the assistance of consultants if needed. (To be conducted as routine work effort or by consultant if needed).

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 4.0 - FY 2022**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
4.1	LWCAMPO	\$ 25,000	\$ 0	\$ 0	\$ 25,000
4.2	LWCAMPO	\$ 25,000	\$ 0	\$ 0	\$ 25,000
<b>TOTAL</b>		<b>\$ 50,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 50,000</b>

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

**VI. TASK 5.0 - SPECIAL STUDIES**

**A. OBJECTIVE**

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

**B. EXPECTED PRODUCTS**

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

**C. PREVIOUS WORK**

In FY 15, the 2015-2040 MTP, the TMA Certification Project, and the Congestion and Delay Study were completed. The Congestion Management Process (CMP) network and performance measures were adopted, and the Rail Road Quiet Zone study was completed. The Transit Plan Update of 2016, the transit Asset Management Plan of 2016 and a review and analysis of the transit marketing plan were all completed. In coordination with FHWA and TTI, the MPO conducted Bicycle and Pedestrian workshops in December of 2016, and June of 2017. 2015 Quiet Zone Study Update project which was initiated in 2017 and completed in January of 2019.

The Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO), in coordination with Laredo Transit Management Inc. (LTMI), locally known as El Metro, solicited Request For Qualifications (RFQ) for the development of a Comprehensive Operational Analysis (COA) study of El Metro’s service and operations. The objective of the plan is to evaluate both the current fixed route and paratransit bus service, and provide recommendations to improve the system’s service, efficiency, effectiveness, and connectivity. The RFQ Invitation was issued on May 20, 2020 and closed on June 2, 2020.

## **D. SUBTASKS**

### **SUBTASK 5.1 - Long Range Freight Mobility Plan.**

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

### **SUBTASK 5.2 - Transit Comprehensive Operational Analysis (COA).**

This study will evaluate the current fixed route and ADA demand response transit system's structure and performance. The study should provide recommendations to address current and future service needs including but not limited to the realignment of existing services, proposal of new routes, optimal locations for transit hubs, discontinuation and/or reduction of non-productive routes/service, and the identification of preferred methodology for the on-going evaluation of the fixed route system, staffing and administration. This study is currently ongoing and is in the stakeholder engagement phase. (Work being conducted by Consultant; ongoing contract).

### **SUBTASK 5.3 - Sidewalk Gap Analysis.**

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

### **SUBTASK 5.4 - Bus Rapid Transit Study.**

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

### **SUBTASK 5.5 - Resiliency Study.**

This study is intended to assess the current transportation system's vulnerabilities to major transportation incidents or weather-related hazards, the existence of alternative routes, and ability to recover. This study will help advance FHWA's efforts in working with MPOs to consider resilience in the transportation planning process. (To be conducted by consultant).

**SUBTASK 5.6 – Participation in River Road Corridor Study.**

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

**E. FUNDING & PARTICIPATION SUMMARY**

**Task 5.0 - FY 2022**

<b>Subtask</b>	<b>Responsible Agency</b>	<b>Transportation Planning Funds (TPF)<sup>1</sup></b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total</b>
5.1	LWCAMPO	\$ 100,000	\$ 0	\$ 0	\$ 100,000
5.2	LWCAMPO	\$ 250,000	\$ 0	\$ 0	\$ 250,000
5.3	LWCAMPO	\$ 50,000	\$ 0	\$ 0	\$ 50,000
5.4	LWCAMPO	\$ 200,000	\$ 0	\$ 0	\$ 200,000
5.5	LWCAMPO	\$ 30,000	\$ 0	\$ 0	\$ 30,000
<b>5.6</b>	LWCAMPO	\$125,000	\$0	\$0	\$125,000
<b>TOTAL</b>		<b>\$ 755,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 755,000</b>

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

**LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION – FY 2022**

<b>UPWP Task</b>	<b>Description</b>	<b>TPF<sup>1</sup> Funds</b>	<b>FTA Sect. 5307</b>	<b>Local</b>	<b>Total Funds</b>
1.0	Management & Administration	\$ 500,000	\$ 0	\$ 0	\$ 500,000
2.0	Data Development and Maintenance	\$ 100,000	\$ 0	\$ 0	\$ 100,000
3.0	Short Range Planning	\$ 30,000	\$ 0	\$ 0	\$ 30,000
4.0	MTP / Long Range Plan	\$ 50,000	\$ 0	\$ 0	\$ 50,000
5.0	Special Studies	\$ 755,000	\$ 0	\$ 0	\$ 755,000
<b>TOTAL</b>		<b>\$ 1,435,000</b>	<b>\$ 0</b>	<b>\$ 0</b>	<b>\$ 1,435,000</b>

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

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

FY 2021-2022 Combined Transportation Planning Funds <sup>2</sup>	\$ 562,039
<u>Unexpended Carryover</u>	<u>\$ 1,719,979</u>
<u>TOTAL TPF</u>	<u>\$ 2,282,018</u>
<u>Total TPF Programmed</u>	<u>\$ 1,435,000</u>

<sup>2</sup> Estimate based on prior years' authorizations

**VII. APPENDICES**

**APPENDIX A**

**POLICY COMMITTEE MEMBERSHIP**

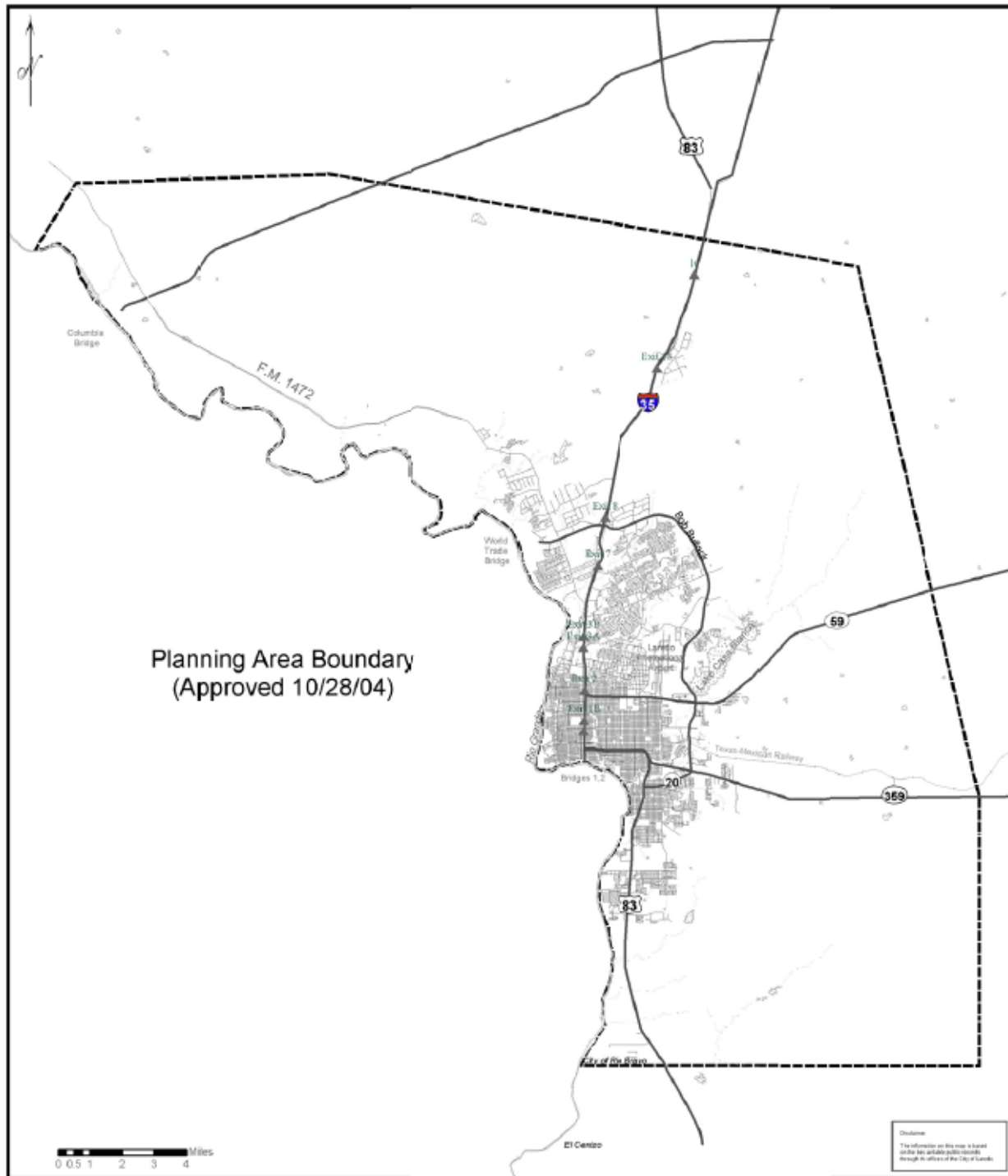
<b>VOTING MEMBERS</b>		
Honorable Pete Saenz	Mayor – Committee Chairman	City of Laredo
Honorable Tano E. Tijerina	Judge – Vice Chairman	Webb County
Honorable Ruben Gutierrez, Jr.	Councilmember	City of Laredo
Honorable Dr. Marte A. Martinez	Councilmember	City of Laredo
Honorable Vanessa Perez	Councilmember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

**TECHNICAL COMMITTEE MEMBERSHIP**

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

APPENDIX B  
METROPOLITAN AREA BOUNDARY MAP

# Laredo Metropolitan Planning Organization




**APPENDIX C  
DEBARMENT CERTIFICATION**

**NEGOTIATED CONTRACTS**

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

\* Federal, State, or Local

  
\_\_\_\_\_  
Pete Saenz  
Chairperson, MPO Policy Committee  
Mayor City of Laredo

04/20/2022  
\_\_\_\_\_  
Date



**APPENDIX D  
LOBBYING CERTIFICATION**

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

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

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

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

  
\_\_\_\_\_  
**Pete Saenz**  
Chairperson, MPO Policy Committee  
Mayor  
City of Laredo

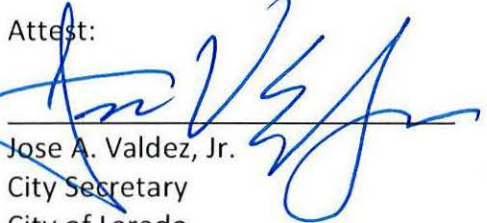
04/20/2022  
Date

**APPENDIX E  
CERTIFICATION OF COMPLIANCE**

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

  
\_\_\_\_\_  
Chairperson, MPO Policy Committee  
Mayor  
City of Laredo


4/20/22  
\_\_\_\_\_  
Date

Attest:  
  
\_\_\_\_\_  
Jose A. Valdez, Jr.  
City Secretary  
City of Laredo

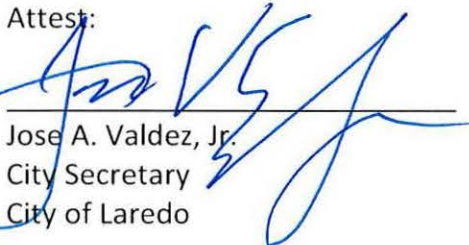


**APPENDIX F  
CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM**

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

  
\_\_\_\_\_  
Chairperson, MPO Policy Committee  
Mayor  
City of Laredo

4/20/22  
\_\_\_\_\_  
Date

Attest:  
  
\_\_\_\_\_  
Jose A. Valdez, Jr.  
City Secretary  
City of Laredo

