

FY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)



LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION

Transportation Management Area (TMA)

**AIR QUALITY STATUS:
Attainment**

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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 2024. 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.

- **IIJA-** The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. The IIJA, also known as the Bipartisan Infrastructure Law, is the first long-term surface transportation act since the FAST Act in 2015. The IIJA continues the established structure of various highway-related program and adds several new federally funded grant programs.

IIJA Planning Factors

The IIJA 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

The IIJA maintains the FAST Act and MAP-21 focus on safety and efforts to streamline project delivery and continues the overall performance-based planning approach.

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 IIJA continues these efforts.

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 adjusted 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.

PUBLIC PARTICIPATION PLAN (PPP)

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.

The Laredo MPO periodically evaluates the effectiveness of its Public Participation Plan (PPP) for engaging transportation-disadvantaged communities in the transportation decision making process.

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 City of Laredo is the fiscal agent for the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO). The LWCAMPO is composed of two organizational units: The Policy Committee and the Technical Committee.

The Policy Committee. In accordance with the adopted MPO Bylaws, is the policy body that was established pursuant to 23 USC 134, and created to address overall regional transportation making sure all projects, plans, programs and studies are developed in compliance with federal and state laws, rules and regulations. The Policy Committee is also responsible for taking the required approval actions as the Metropolitan Planning Organization.

The Policy Committee is comprised of those governmental agencies identified in the original designation agreement and those agencies or organizations subsequently added to the membership of the board.

As the governing body of the MPO, the Policy Committee shall have decision-making authority over issues such as:

- The Unified Planning Work Program (UPWP)
- The Transportation Improvement Program (TIP)
- The Metropolitan Transportation Plan (MTP)
- The Congestion Management Plan (CMP)

Voting members of the Policy Committee must include representation of local elected officials, officials of agencies that administer or operate major modes or systems of transportation, and appropriate state officials, as per 23 CFR 450.310.

The Policy Committee is currently chaired by the Webb County Judge and includes as voting members:

- The Mayor of the City of Laredo (as Vice-Chairman)
- Three (3) City of Laredo Council members, [Two (2) members representing the City of Laredo, and one (1) representing the Laredo Mass Transit Board]
- Two (2) Webb County Commissioners
- The Laredo TxDOT District Engineer
- One (1) 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 Technical Committee. Its responsibilities include professional and technical review of work programs and transportation planning activities. The Technical Committee is also responsible for providing planning recommendations to the Policy Committee for action.

A List of the Policy Committee and Technical Committee respective memberships is provided in Appendix A.

Other Committees.

The Active Transportation Committee (ATC) was created after the Active Transportation Plan (ATP) was adopted by the City of Laredo on February 22, 2021. The ATC provides recommendation on activities and transportation planning issues to the Technical and Policy respective Committees.

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 Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO), 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 the organization responsible for carrying out and maintaining the urban transportation planning process to include a cooperative decision-making, principally, by elected officials of local governments. LWCAMPO 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.

The MPO staff providing service and support include: The Director, three Transportation Planners and an Administrative assistant.

MPO staff has the following general responsibilities:

1. Provide staff support to the Policy Committee, the Technical Committee, and sub-committees;
2. Review and report on items on the agenda(s) for the Policy Committee, the Technical Committee, and other appropriate committees;

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

City of Laredo staff and services from the Accounting, Purchasing, Legal, Human Resources, I.S.T. and other Departments may be required.

D. PRIVATE SECTOR INVOLVEMENT

The Laredo & Webb County Area MPO encourages the private sector to participate in the development of all transportation programs and plans including the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) development. Staff also maintains and periodically updates a list of consultant firms that provide transportation planning services.

E. PLANNING ISSUES AND EMPHASIS

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have jointly issued Planning Emphasis Areas (PEAs). The PEAs are planning topics that FHWA and FTA emphasize for Metropolitan Planning Organizations (MPOs) and State Departments of Transportation (DOTs) to develop, identify, and ultimately support associated work tasks with the Unified Planning Work Program (UPWP) and the Statewide Planning and Research Program.

The PEAs include:

Planning Issues

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

- **Population** - The City of Laredo is the third most populated U.S. city on the U.S.-Mexico border. The city has a population of over 250,000. The cross-border Laredo-Nuevo Laredo Metropolitan Area has an estimated population of over 650,000. Based upon the most recently developed estimates, the population is expected to grow by more than 50 percent between the years 2018 and 2045, with an estimated population of approximately 419,000 people. The

number of jobs in the Laredo MPO region are also expected to grow by more than 50 percent over the next 25 years. Growth in the past has been accommodated mainly thorough sprawl. The City of Laredo recognizes that for many reasons this type of growth is unsustainable. In order to plan for future growth in the region—a considerable share of which is expected to occur through infill and redevelopment—a more efficient allocation of transportation resources should be considered. There is an increased desire for multi-modal transportation alternatives, but facilities for walking, biking, and other options are lacking.

Table 2-6 from the current MTP: Laredo MPO Employment Forecasts.

Forecast Year	Forecast Employment
2018	105,267
2030	133,613
2040	166,083
2045	180,099

Source: TxDOT-TPP 2008 Validated Travel Demand Model

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

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

Planning Emphasis Areas

- **Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future**
Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the

barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

LWCAMPO has programmed a resiliency study as part of this UPWP. Additionally, the MPO will seek ways to contribute towards this emphasis area through its planning activities and work efforts of the MPO's Active Transportation Committee. The MPO is committed to enhancing safe, accessible, and alternative modes of transportation in the region.

- **Equity and Justice⁴⁰ in Transportation Planning**

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

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

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

LWCAMPO worked on updating its Public Participation Plan which was approved by the Policy Committee on September 21, 2022. LWCAMPO continues in the updating process of the Limited English Proficiency Plan, and Title VI Plan. All these plans will help set the foundation for equitable planning practices. A goal of LWCAMPO is to enhance its data development efforts. Through enhanced data we can better understand and analyze the needs of underserved communities, and develop plans that will create opportunities in disadvantaged communities.

- **Complete Streets**

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles. A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets (with an emphasis on arterials roadways) and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution, each complete street is unique and developed to best serve its community context and its primary role in the network. Per the 2019 National Highway Traffic Safety Administration, 62% of the motor vehicle crashes that resulted in pedestrian fatalities happened on arterials. Arterials are usually designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles. To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

LWCAMPO supports and endorses the design and development of Complete Streets; And, is committed to enhancing safe, accessible, and alternative modes of transportation in the region. The MPO's Active Transportation Plan includes a chapter dedicated to Complete Streets. The chapter outlines a set of recommendations and a sample Complete Streets Policy to assist with implementing safe roads for all users. The MPO's Active Transportation Committee have also discussed the need to implement a Complete Streets Policy at the local level and are exploring the development of a Complete Streets Policy for the MPO.

- **Public Involvement**

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

LWCAMPO prepared in-house its Public Participation Plan (PPP) update. As part of the plan, a set of outreach strategies are recommended, including virtual tools. As the updated Public Participation Plan (PPP) has been approved, LWCAMPO seeks to create a Title VI/Public Outreach Subcommittee. LWCAMPO continues to use its website and social media accounts to provide information of meetings and public comment opportunities, and meaningfully engage with the public and its stakeholders. Additionally, the MPO evaluates its PPP and outreach strategies using measures of effectiveness and has updated the PPP and strategies as necessary to ensure that all people in the community are able to participate and has provided opportunities to be meaningfully involved in the decision-making processes, including individuals without access to the internet or computers and mobile devices.

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

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities.

As recommended by FHWA and FTA, the STRAHNET maps and recent Power Project Platform studies can be a useful resource in the MPO areas covered by these route analyses. LWCAMPO will review these maps and studies and will incorporate them as necessary in its planning activities.

- **Federal Land Management Agency (FLMA) Coordination.**

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

LWCAMPO will coordinate with FLMAs in the transportation planning and project programming process when applicable. Additionally, LWCAMPO will stay up to date on information provided by the Office of Federal Lands Highway including its plans and programs.

- **Planning and Environment Linkages (PEL)**

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

LWCAMPO will work with its Technical Committee and partners such as TxDOT to identify opportunities to implement PEL as part of the transportation planning and environmental review processes. Additionally, the MPO will seek training opportunities related to PEL to learn more about this approach and how to incorporate it in our planning process.

- **Data in Transportation Planning.**

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

A goal of LWCAMPO is to enhance its data development efforts and serve as the central hub for data sharing. As we continue to build our data sharing partnerships and agreements with regional stakeholders, we will begin identifying the key datasets that will enhance our transportation planning activities. Recently the MPO has been working closely with its partners such as the local school districts to discuss data sharing opportunities. LWCAMPO will continue to add maps, including interactive maps to its website, which will allow the public and stakeholders to download data that is free, accessible, and user friendly. The MPO will work on developing a framework and set of standards for how data will be generated and how it will be distributed.

II. TASK 1.0 – ADMINISTRATION & MANAGEMENT

A. OBJECTIVE

To accomplish, on a continuing basis, budgeting and managing transportation planning activities in coordination with local, state and federal agencies. To conduct MPO Staff hiring process and to coordinate the professional development and training of such Staff. To coordinate plans and programs necessary to administer Federal transportation planning requirements and maintain the cooperative, comprehensive, and continuous (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. Submitting recapitulation of costs for billings to Texas Department of Transportation (TxDOT)
6. Maintenance, updates and dissemination of the Public Participation Plan (PPP) and Title VI Program and Environmental Justice (EJ) material(s).
7. Travel for MPO Director and Staff to attend conference for staff development purposes.
8. Continuation of a proactive public involvement process.
9. Maintenance of LWCAMPO Website and Social Media.

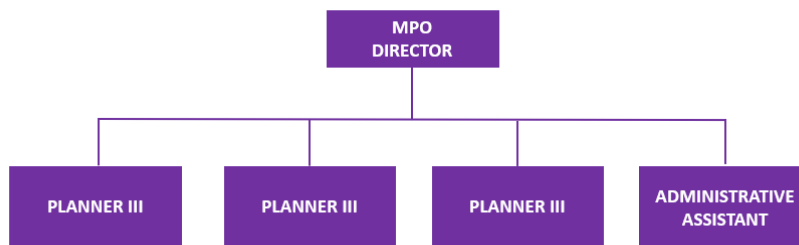
C. PREVIOUS WORK

For the past two years the Laredo MPO has been undergoing a process review as part of the efforts to create a full-time Director position for the organization. This position was finally approved by the Fiscal Agent and the Policy Committee during FY2023. The MPO reorganized staff and hired an Administrative Assistant and a Planner III. Throughout these additions, the MPO has been able to accomplish all the required administrative duties. It has also allowed staff to develop new plans and completed updating of existing documents in-house which has represented significant cost savings and time reductions (over hiring consultants for these activities). It has also provided experience to staff that has clearly benefited the operations of the organization. Staff has continuously maintained and updated the MPO's website and social media. It has also implemented the recommendations of the Active Transportation Plan as well as participated of the Active Transportation Committee and other Transportation related meetings such as the Webb County-City of Laredo Regional Mobility Authority (RMA), TEMPO and Texas Transportation Commission.

The MPO By-laws were officially amended in June 2023 regarding the structure and terms of the Chairperson and Vice-Chairperson to allow the Webb County Judge to serve as the Chair through the end of 2024 once the By-laws have been amended, with the Mayor of the City of Laredo starting a full two-year term in January 2025. It also updated official title of the Technical Committee, South Texas Development Council representative as Executive Director, the addition of a Webb County-City of Laredo Regional Mobility Authority (RMA) Representative and the name of the Laredo College under the School system representative section.

As part of the process review, the Laredo MPO worked with Texas A&M Transportation Institute (TTI), Texas Department of Transportation (TxDOT), and the City of Laredo as the MPO's Fiscal Agent to coordinate changes to the existing Planning Agreement. These efforts resulted in the hiring of a full-time permanent MPO Transportation Planning Director.

The following organizational chart has been updated to reflect current MPO staff structure:



The MPO Staff has performed general administrative functions for the operation of the Organization that include processing requisitions, purchase orders, billings/invoices on a monthly basis. It has also approved timecards and processed payroll documents. MPO Staff has also assisted with the coordination of public meetings as required by FHWA, FTA, the State and local government in the development of transportation planning documents, and reports. Both, the Technical and Policy

Committee meetings were held on an ongoing basis to make appropriate revisions to documents and to approve programs including, but not limited to, the following:

- Public Participation Plan (PPP) update.
- Transportation Improvement Program (TIP), Title VI Civil Rights, Environmental Justice, and Limited English Proficiency (LEP) Plans updates.
- Unified Planning Work Program (UPWP) for FY2023 approval.
- Planning Agreement revision.
- MPO By-laws/policy amendments.

Under Professional development trainings, MPO Staff attended several meetings, workshops and conferences such as the Texas American Planning Association Conference, the TxDOT Transportation Planning Conference and other workshops. Staff made several presentations at public meetings. Staff updated and implemented policies to maintain the “3-C” Planning Process.

All Policy Committee and Technical Committee meetings were held in person. Some Active Transportation Committee meetings were held in virtual format and in person quarterly.

Staff developed outreach material to make the public aware of the meetings and format they were held. It also coordinated and prepared all necessary materials for the following meetings:

	TECHNICAL COMMITTEE	POLICY COMMITTEE	ACTIVE TRANSPORTATION COMMITTEE
1	10/11/22	10/19/22	10/26/22
2	11/08/22	11/16/22	11/30/22
3	01/10/23	01/18/23	01/25/23
4	02/07/23	02/15/23	02/22/23 (Virtual)
5	03/07/23	03/22/23	03/29/23
6	04/11/23	No meeting in April	04/26/23
7	05/09/23	05/17/23	05/31/23 (Virtual)
8	06/13/23	06/21/23	06/28/23 (Virtual)
9	07/11/23	07/19/23	07/26/23 (Vision Zero Workshop)

To date in fiscal year 2023, LWCAMPO has held a total of 8 Policy Committee meetings, 9 Technical Committee meetings, and 8 Active Transportation Committee meetings.

The MPO in collaboration with the City of Laredo Purchasing Department coordinated the development of a Request for Qualifications (RFQ) for the selection of a Professional Firm to provide services for the 2025-2050 Metropolitan Transportation Plan (MTP) update.

The MPO continued utilizing City of Laredo staff assistance to enter into contracts for private consultants in an effort to reach the goals of the MPO. For fiscal year 2024, the MPO will consider the possibility of issuing an RFQ to select one or more General Planning Consultant(s) for on-call services to support the MPOs technical activities and tasks outlined in this UPWP.

D. SUBTASKS

SUBTASK 1.1 - Planning and General Administration.

This activity includes general administration, equipment inventory, maintaining financial records such as billings (recapitulation of costs) and invoices, preparation of budgets, managing of transportation planning funds and ensuring resources are spent appropriately. In addition, this subtask also includes coordinating MPO staff hiring process and payroll processing (timecards). Providing staff development and adequate trainings to prepare and complete regional plans, studies, reports, etc. It includes as well, the cost of operating the MPO, that includes office lease if applicable, purchase/lease/rental of office furniture and equipment and, all expenses associated with the planning effort and products to be delivered within the UPWP. It also includes monitoring the completion of UPWP projects, audits, developing and distributing reports required by federal government or by the Policy Committee, interagency coordination, developing and implementing policies and guidelines necessities to carry out and maintain the 3C planning process, coordinating planning activities to include hosting and conducting public meetings and preparation of meeting minutes. And, an Annual Performance and Expenditure Report (APER) is prepared at the end of each fiscal year (FY2024) in accordance with TxDOT policy and procedures for tasks that utilized FHWA and FTA planning funds. The MPO will seek state recommendation/federal approval for any expenditure exceeding \$25,000.

SUBTASK 1.2 – Professional Development, Travel and Training.

This activity supports staff development in the technical activities associated with the transportation planning process. The MPO may organize training sessions for the Policy Committee, the Technical Committee, the Active Transportation Committee, any sub-committees, and for local governments and participating agencies. This task may also allow the MPO Director and staff to travel to attend appropriate conferences, courses, seminars, and workshops such as, but not limited to the following:

- Annual Texas APA Conference (To be held in Corpus Christi, TX from November 8th – 10th, 2023)
- American Association of State Highway and Transportation Officials (AASHTO)
- American Public Transportation Association (APTA)
- Association of Metropolitan Planning Organization (AMPO) Conference
- Border Trade Advisory Committee
- Environmental Systems Research Institute (ESRI) User Conference and other ESRI seminars
- National Highway Institute (NHI)
- National Planning Conference (held by the American Planning Association)
- National Transit Institute (NTI)
- Texas Association of MPOs (TEMPO)
- Texas Department of Transportation (TxDOT) Conferences/Trainings

For out of state travel, the MPO will seek prior TxDOT (TPP) approval.

SUBTASK 1.3 – Public Participation Plan (PPP)

This activity consists of the implementation of the Public Participation Plan (PPP) that was adopted by the Policy Committee on September, 2022, by facilitating citizen participation and providing answers to the public, either by phone or e-mail. It also includes holding public meetings, conducting community outreach, and monitoring social media, the development of surveys, newsletters, bilingual

materials, posting of public notices, as well as managing the MPO website and updating information as needed.

SUBTASK 1.4 – Computer Equipment, Furnishing and Office Supplies.

This activity includes upgrades and/or additions of computer hardware and software equipment, furnishings, wireless internet contracts, provision of technical support for the network of computers, printers, plotters, iPads and other devices that support the efficiency of the MPO office operations. Computer hardware, software licenses and agreements, and/or equipment expenditures of Federal Planning funds over \$5,000 will receive prior approval from FHWA. This activity also includes the acquisition of furnishing and office supplies needed by personnel filling MPO staff roles. All City of Laredo procurement process and Federal regulations will be followed during the purchase of all computer equipment, furnishing and/or office supplies.

SUBTASK 1.5 – Building Maintenance and/or Repairs.

This activity includes the use of planning funds for non-routine building maintenance and/or repairs.

E. FUNDING & PARTICIPATION SUMMARY

Task 1.0 - ADMINISTRATION & MANAGEMENT - FY 2024

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
1.1 Planning and General Administration	LWCAMPO	\$ 530,000	\$ 0	\$ 0	\$ 530,000
1.2 Professional Development, Travel and Training	LWCAMPO	\$ 25,000	\$ 0	\$ 0	\$ 25,000
1.3 Public Participation Plan (PPP)	LWCAMPO	\$ 20,000	\$ 0	\$ 0	\$ 20,000
1.4 Computer Equipment, Furnishing and Office Supplies	LWCAMPO	\$ 15,000	\$ 0	\$ 0	\$ 15,000
1.5 Building Maintenance and/or Repairs	LWCAMPO	\$ 10,000	\$ 0	\$ 0	\$ 10,000
TOTAL		\$ 600,000	\$ 0	\$ 0	\$ 600,000

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

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE

A. OBJECTIVE

To participate in collecting, processing and analyze demographic and geographic data to include population forecasting, employment information and food deserts status. And, to maintain and

update existing information necessary to develop and implement regional transportation plans and systems that support the Metropolitan Planning Organization's planning efforts.

B. EXPECTED PRODUCTS

LWCAMPO will continue to enhance and to regularly update the MPO website with online interactive maps and data to help with performance-based planning and programming. MPO staff will also 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

MPO Staff updated MPO website to provide access to meeting agendas, packets, and publications as they became available. It was also regularly updated with online data and maps. Project maps were developed, retrieved and or printed as new projects were approved or considered. Staff has provided data and mapping support for plans, studies, and reports. Staff continued to work with TxDOT and Texas Transportation Institute (TTI) representatives in the development of the 2013-2045 Travel Demand Model to be used in the development of the 2025-2050 MTP.

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:

- 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.
- 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.
- 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.
- d) Sidewalk Gap Analysis: To 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 analysis will continue to collect data

to develop an inventory of sidewalks and network gaps, the development of prioritization criteria for sidewalk improvements, and recommendations.

E. FUNDING & PARTICIPATION SUMMARY

Task 2.0 - DATA DEVELOPMENT AND MAINTENANCE - FY 2024

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
2.1 General Data Administration	LWCAMPO	\$ 15,000	\$ 0	\$ 0	\$ 15,000
TOTAL		\$ 15,000	\$ 0	\$ 0	\$ 15,000

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

IV. TASK 3.0 - SHORT RANGE PLANNING

A. OBJECTIVE

To complete those planning activities associated with short-range planning and implementation of projects that will be undertaken within the next five years to include the development and/or revision of the federally mandated Transportation Improvement Program (TIP) that outlines a four (4) year regional spending plan for near-term of all surface transportation improvements including streets, alleys, bridges, street lighting, street signage, sidewalks, etc. It also includes project development of selection process criteria and award of Transportation Alternative Set-Aside (TASA) program, as well as development and/or revision of the Unified Planning Work Program (UPWP), Annual Performance and Expenditure Reports (APER), and the Annual Project Listing (APL).

B. EXPECTED PRODUCTS

MPO Staff will work on the development and/or revision of the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), the MPO By-Laws, the Limited English Proficiency Plan (LEP) and, the Title VI documentation as deemed necessary. Additionally, the MPO will continue to provide staff support to MPO committees, and will assist in implementation activities related to the Metropolitan Transportation Plan (MTP) and the Active Transportation Plan (ATC).

C. PREVIOUS WORK

MPO Staff initiated and completed the Public Participation Plan (PPP) update and it was approved on September 21, 2022. MPO staff also worked on updating the project selection criteria and Call for Projects process. In February of 2023, two (2) projects including the Downtown Safe Sidewalk Improvements, and the EL Metro ADA Bus Stops and Bicycle Plazas Enhancement Project were awarded with Transportation Alternative Set-Aside funds. MPO Staff continued assisting in the revision of the 2021-2024 TIP and the development of the 2023-2026 TIP. The Active Transportation Committee was formed to help improve and promote active modes of mobility within the MPO boundary; staff has continuously helped coordinate its activities and meetings as well as implementing the recommendations of the Active Transportation Plan. Staff has initiated the Limited English

Proficiency Plan (LEP) update which was originally adopted and implemented in accordance with federal and state guidelines and it's expected to be completed in August 2023.

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 the Transportation Improvement Program (TIP), the Unified Planned Working Program (UPWP), MPO By-laws, the Public Transportation Agency Safety Plan (PTASP), the Public Participation Plan (PPP), the Limited English Proficiency Plan (LEP), 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.

SUBTASK 3.2 - Planning Assistance.

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

SUBTASK 3.3 - Complete Streets Set-Aside

The development of a local Complete Streets Set-Aside Policy will focus on the incorporation of specific language into MPO planning documents, including the TIP and MTP. It will provide recommendations for the design of transportation infrastructure to ensure the transportation network is equitable to all users. The MPO Staff will include Complete Streets related criteria into the scoring system for proposed projects. Furthermore, LWCAMPO is committed to enhancing safe, accessible, and alternative modes of transportation in the region. The MPO's Active Transportation Plan adopted by the City of Laredo in February 2021 includes a chapter dedicated to Complete Streets. The chapter outlines a set of recommendations and a sample Complete Streets policy to assist with implementing safe roads for all users. The MPO's Active Transportation Committee have also discussed the need to implement a Complete Streets Policy at the local level and are exploring the development of a Complete Streets Policy for the MPO. Additionally, the MPO will work with its Active Transportation Committee to develop a Complete Streets prioritization plan.

LWCAMPO along with its partners will continue to find ways to promote safety for all street users and to plan an equitable and safe transportation network for all ages and abilities. LWCAMPO's equity analysis efforts will provide additional insights on how best to address underserved communities. LWCAMPO has a continued commitment to promoting safety for all users and provides programs to teach safety and evaluate community conditions for safer access. The MPO staff will ensure that, at a minimum, 2.5% of its PL funds will be used to increase safe and accessible options for multiple travel

modes for people of all ages and abilities as prescribed in Section 11206 of the Infrastructure Investment and Jobs Act.

E. FUNDING & PARTICIPATION SUMMARY

Task 3.0 - SHORT RANGE PLANNING - FY 2024

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
3.1 General Administration	LWCAMPO	\$ 2,500	\$ 0	\$ 0	\$ 2,500
3.2 Planning Assistance	LWCAMPO	\$ 7,500	\$ 0	\$ 0	\$ 7,500
3.3 Complete Streets Set-Aside	LWCAMPO	\$15,000	\$ 0	\$ 0	\$15,000
TOTAL		\$ 25,000	\$ 0	\$ 0	\$ 25,000

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

V. TASK 4.0 – METROPOLITAN TRANSPORTATION 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 (MTP), formerly called the Long-Range Plan.

B. EXPECTED PRODUCTS

MPO Staff is expected 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 Texas Transportation Institute (TTI) and the Texas Department of Transportation (TxDOT) to update the Travel Demand Model. Additionally, the Congestion Management Process (CMP) will be updated as needed in preparation for the next MTP update.

C. PREVIOUS WORK

MPO Staff assisted in the continuous revision of the 2020-2045 Laredo Metropolitan Transportation Plan which was adopted on January 21, 2020. Also, Staff developed a Request for Qualifications (RFQ) that included a project task list and schedule related to the upcoming 2025-2050 MTP update. Staff evaluated which tasks would be performed internally and which would be carried out by consultants.

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 and new IJA

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.

SUBTASK 4.2 - 2025-2050 MTP Update.

MPO staff will coordinate the evaluation of RFQs submittals received from private firms to develop the 2025-2050 MTP update. The MTP study includes tasks that will be performed internally and some that will be done by consultants. This subtask will also entail updating the Travel Demand Model and CMP with the assistance of consultants if needed. Additionally, as part of this subtask, the MPO will work closely in collaboration with TxDOT and other stakeholders to find specific studies necessary to create a regional transportation network that will involve identifying key locations for future highway interchanges, multi-modal options, and incorporation of new technologies with efficient and seamless connectivity that will factor in critical connections, especially as new interstates are designated in the Laredo metropolitan area.

E. FUNDING & PARTICIPATION SUMMARY

Task 4.0 - METROPOLITAN TRANSPORTATION PLAN / LONG RANGE PLAN - FY 2024

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
4.1 2020-2045 Laredo Metropolitan Transportation Plan (MTP).	LWCAMPO	\$ 5,000	\$ 0	\$ 0	\$ 5,000
4.2 2025-2050 MTP Update	LWCAMPO	\$ 365,000	\$ 0	\$ 0	\$ 365,000
TOTAL		\$ 370,000	\$ 0	\$ 0	\$ 370,000

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

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 Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO), in coordination with Webb County City of Laredo Regional Mobility Authority (WC-CL RMA) worked on a study 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 investigated two possible alignment routes and a No-Build option. This study was conducted by a General Engineering Consultant procured by the Webb County City of Laredo Regional Mobility Authority (WC-CL RMA). The MPO participated 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 and was completed and presented to the Policy Committee in June 2023.

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 - Microtransit Feasibility Study.

Microtransit transportation, defined as a flexible, real-time-requested, and technology-enabled transportation service, has demonstrated the ability to effectively complement fixed-route transit systems throughout the World. While the Laredo Transit Management Inc. (LTMI), local public transportation provider, has seen impressive growth in ridership, there are still areas in its community that are underserved by or have low frequency and low demand for fixed-route transit. The purpose of this study is to analyze the potential for Microtransit transportation to provide service to these areas to complement the fixed route system.

SUBTASK 5.3 - Resiliency Study.

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

SUBTASK 5.4 - World Trade Bridge and Freight Mobility Impacts Study.

This study is intended to help assess the impacts of recent and proposed improvements to the World Trade Bridge, including the World Trade Bridge Expansion project. The study will provide an analysis of environmental and equity effects. The study will help propose recommendations for congestion relief, freight movement options on the surrounding transportation network, truck parking, and

mitigation of any equity and environmental justice concerns. It is expected that the results of this study will help inform the environmental review process for the World Trade Bridge Expansion project.

E. FUNDING & PARTICIPATION SUMMARY

Task 5.0 SPECIAL STUDIES - FY 2024

Subtask	Responsible Agency	Transportation Planning Funds (TPF) ¹	FTA Sect. 5307	Local	Total
5.1 Long Range Freight Mobility Plan	LWCAMPO	\$ 125,000	\$ 0	\$ 0	\$ 125,000
5.2 Microtransit Feasibility Study	LWCAMPO	\$ 150,000	\$ 0	\$ 0	\$ 150,000
5.3 Resiliency Study	LWCAMPO	\$ 50,000	\$ 0	\$ 0	\$ 50,000
5.4 World Trade Bridge and Freight Mobility Impacts Study	LWCAMPO	\$ 75,000	\$ 0	\$ 0	\$ 75,000
TOTAL		\$ 400,000	\$ 0	\$ 0	\$ 400,000

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

VII. BUDGET SUMMARY

LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION – FY 2024

UPWP Task	Description	TPF ¹ Funds	FTA Sect. 5307	Local	Total Funds
1.0	Management & Administration	\$ 600,000	\$ 0	\$ 0	\$ 600,000
2.0	Data Development and Maintenance	\$ 15,000	\$ 0	\$ 0	\$ 15,000
3.0	Short Range Planning	\$ 25,000	\$ 0	\$ 0	\$ 25,000
4.0	MTP / Long Range Plan	\$ 370,000	\$ 0	\$ 0	\$ 370,000
5.0	Special Studies	\$ 400,000	\$ 0	\$ 0	\$ 400,000
TOTAL		\$ 1,410,000	\$ 0	\$ 0	\$ 1,410,000

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

FY 2022-2023 Combined Transportation Planning Funds ²	\$ 562,039
<u>Estimated Unexpended Carryover³</u>	<u>\$ 1,867,958</u>
<u>TOTAL TPF</u>	<u>\$ 2,429,997</u>
 <u>Total TPF Programmed</u>	 <u>\$ 1,410,000</u>

² Estimate based on prior years' authorizations.

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

FY 2021-2022 Unexpended Carryover	\$ 1,865,919
FY 2022-2023 Combined Transportation Planning Funds	+ \$ 562,039
FY 2022-2023 Expenditures (estimated)	- \$ 560,000
FY 2022-2023 Unexpended Carryover (estimated)	\$1,867,958

VIII. APPENDICES

APPENDIX A

POLICY COMMITTEE MEMBERSHIP

VOTING MEMBERS		
Honorable Tano E. Tijerina	Judge – Committee Chairman	Webb County
Honorable Dr. Victor D. Treviño	Mayor – Vice Chairman	City of Laredo
Honorable Melissa R. Cigarroa	Councilmember	City of Laredo
Honorable Ruben Gutierrez, Jr.	Councilmember	City of Laredo
Honorable Vanessa Perez	Councilmember, Mayor Pro Tempore	Laredo Mass Transit Board
Honorable John Galo	Commissioner	Webb County
Honorable Jesse Gonzalez	Commissioner	Webb County
Jed Brown	Member At Large	Regional Mobility Authority
Epigmenio “Epi” Gonzalez, P.E.	District Engineer	TxDOT
EX-OFFICIO NON-VOTING MEMBERS		
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

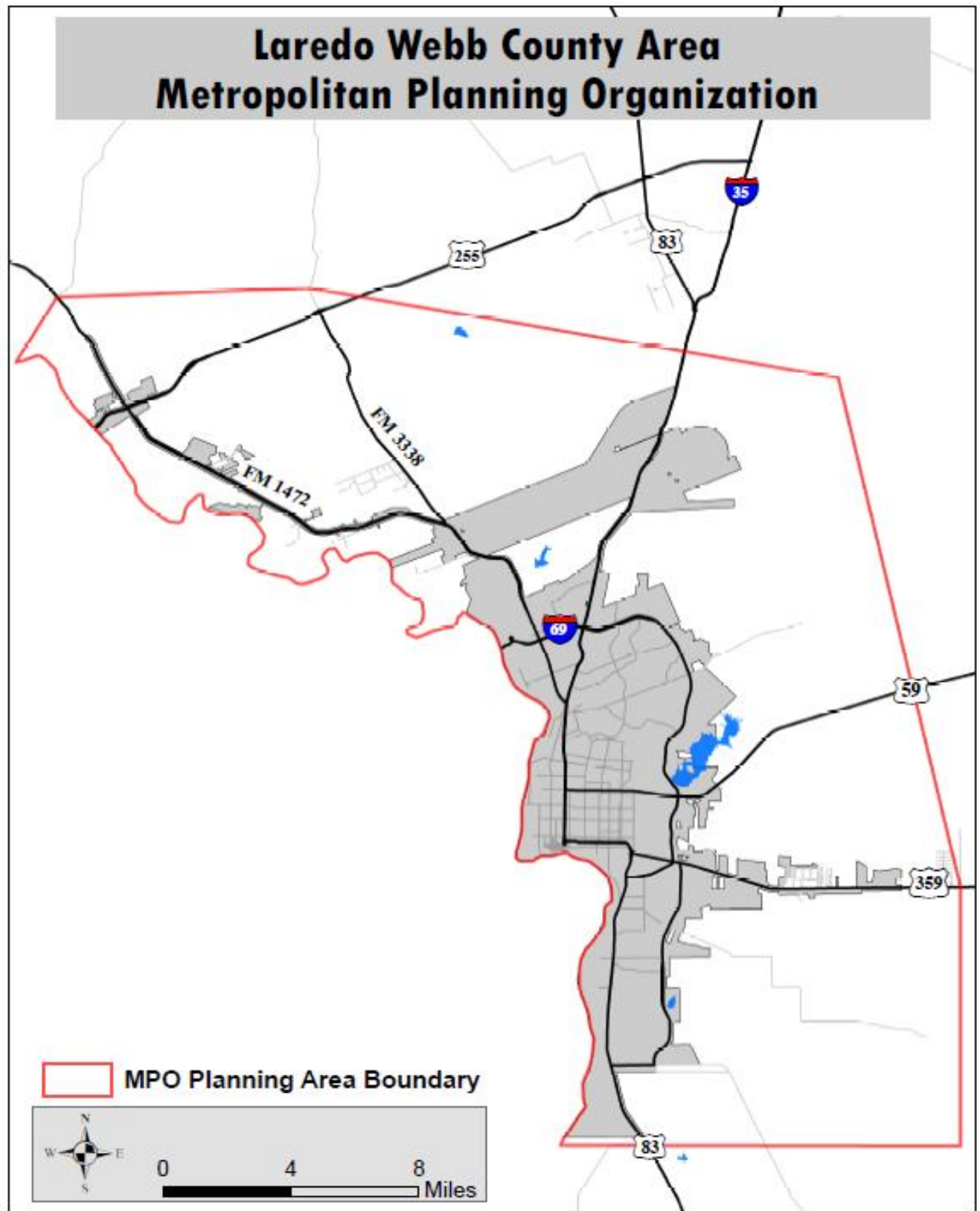
TECHNICAL COMMITTEE MEMBERSHIP

<u>MPO Representative:</u> <ul style="list-style-type: none"> MPO Director (Chairperson) <u>City Representatives:</u> <ul style="list-style-type: none"> Laredo Airport Director Laredo Bridge Director Laredo City Engineer Laredo Planning Director Laredo Traffic Safety Director The General Manager of the City Transit System 	<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 Programming Field 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 College
<u>County and Regional Representatives:</u> <ul style="list-style-type: none"> Webb County Planning Director Webb County Engineer South Texas Development Council Executive Director The General Manager of the Rural Transit System A representative of the Webb County-City of Laredo Regional Mobility Authority (RMA) 	<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

MPO STAFF

MPO Director	Juan S. Mendive, AICP
Planner III	Graciela S. Briones
Planner III	Julio A. Niño
Planner III	Eduardo Bernal
Administrative Assistant	Adriana Vigil

APPENDIX B
METROPOLITAN AREA BOUNDARY MAP



**APPENDIX C
DEBARMENT CERTIFICATION**

NEGOTIATED CONTRACTS

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

* Federal, State, or Local



Tano E. Tijerina
Chairperson, MPO Policy Committee
Webb County Judge

7/19/2023
Date

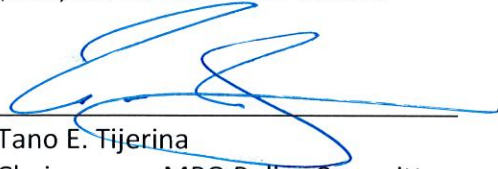
**APPENDIX D
LOBBYING CERTIFICATION**

**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.



Tano E. Tijerina
Chairperson, MPO Policy Committee
Webb County Judge

7/19/2023

Date

APPENDIX E
CERTIFICATION OF COMPLIANCE

I, **Tano E. Tijerina**, Chairperson of the Laredo Webb County Area MPO Policy Committee, a duly authorized representative of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO), 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.

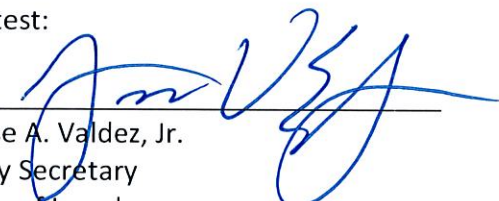


Tano E. Tijerina
Chairperson, MPO Policy Committee
Webb County Judge

7/19/2023

Date

Attest:



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



APPENDIX F
CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM

I, Tano E. Tijerina, Chairperson of the Laredo MPO Policy Committee, a duly authorized officer/representative of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) 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.

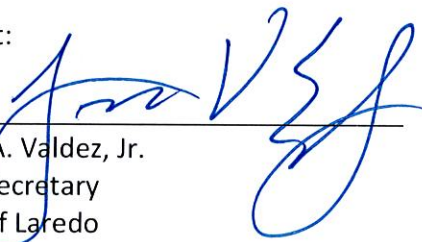


Tano E. Tijerina
Chairperson, MPO Policy Committee
Webb County Judge

7/19/2023

Date

Attest:



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

