MPO TECHNICAL COMMITTEE MEETING

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Meeting Date & Time: Tuesday, July 09, 2024 at 2:30 PM
Meeting Location: Transit Center Conference Room - 1301 Farragut St. Laredo, TX 78040

AGENDA:

1. Chairperson to call meeting to order.
2. Discussion and recommendation on Resolution No. MPO 2024-11, adopting the FY 2025 Unified Planning Work Program (UPWP).
3. Update on the upcoming MPO Policy Committee meeting draft agenda.
4. MPO Updates
    A. 2025-2050 Metropolitan Transportation Plan (MTP)
5. Discussion of old or new business.
6. Adjournment.

LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE ACTION ITEM

DATE: 07/17/24	**ITEM:**

SUBJECT: RESOLUTION
Receive public testimony and approve Resolution No. MPO 2024-11, adopting the FY 2025 Unified Planning Work Program (UPWP).

INITIATED BY:	**STAFF SOURCE:**
Staff	Juan S. Mendive, MPO Director

PREVIOUS ACTION:
The Policy Committee initiated a 20-day public review and comment period on June 20, 2024.

BACKGROUND:
The Unified Planning Work Program (UPWP) is one-year work program which describes in detail transportation planning programs and activities to be performed by the Metropolitan Planning Organization in a fiscal year.

The FY 2025 UPWP outlines and schedules tasks to be undertaken by the MPO during the fiscal period. Some of the tasks outline may require more than one year to complete and are carried forward from one UPWP to the next.

Listed below is the proposed budget:

SUBTASKS	***AMOUNT***
1.1 *Planning and General Administration*	*$ 550,000*
1.2 *Professional Development, Travel and Training*	*$ 25,000*
1.3 *Public Participation Plan (PPP)*	*$ 10,000*
1.4 *Computer Equipment, Furnishing and Office Supplies*	*$ 30,000*
1.5 *Building Maintenance and/or Repairs*	*$ 10,000*
2.1 *General Data Administration*	*$ 20,000*
3.1 *General Administration (Short-Range Planning)*	*$ 6,500*
3.2 *Planning Assistance*	*$ 6,500*
3.3 *2.5% Set-Aside for Increasing Safe and Accessible Transportation Options*	*$12,000*
4.1 *Metropolitan Transportation Plan (MTP) Revisions*	*$ 5,000*
4.2 *2025-2050 MTP Update*	*$ 295,000*
5.1 *Long Range Freight Mobility Plan*	*$ 200,000*
5.2 *Microtransit Feasibility Study*	*$ 150,000*
5.3 *South Laredo Transportation Planning Study*	*$ 200,000*
TOTAL	**$ 1,520,000**

The total estimated Transportation Planning Funds (TPF) that will be available for FY 2025 is $2,685,129. This consists of $600,000 TPF estimated to be awarded in FY 2025 based on authorizations from previous years and an estimated unexpended carryover of $2,085,129 from FY 2024.

A total of **$1,520,000** in TPF is proposed to be programmed in **FY 2025**

No public comments were received during the 20-day public review and comment period

COMMITTEE RECOMMENDATION:	**STAFF RECOMMENDATION**:
The Technical Committee recommends _____.	Staff recommends approval.

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LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. MPO 2024-11

BY THE LAREDO WEBB COUNTY AREA
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

ADOPTING THE 2025 UNIFIED PLANNING WORK PROGRAM (UPWP)

WHEREAS, the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO), for the Laredo Urbanized Area wishes to adopt the 2025 Unified Planning Work Program (UPWP); and,

WHEREAS, the LWCAMPO Policy Committee finds that the 2025 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, for the Laredo Urbanized Area, adopts the 2025 Unified Planning Work Program (UPWP), which is attached hereto and made a part hereof for all purpose on this the 17th day of July, 2024.

We certify that the above resolution was passed and adopted on this 17th day of July 2024, at a public meeting of the Policy Committee of the Laredo and Webb County Area Metropolitan Planning Organization (LWCAMPO).

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_____
Honorable Tano E. Tijerina
Webb County Judge and Chairperson of the
LWCAMPO Policy Committee

_____
Juan S. Mendive, AICP
LWCAMPO Director

_____
Epigmenio “Epi” Gonzalez, P.E.
TxDOT Laredo District Engineer

LAREDO & WEBB COUNTY
AREA METROPOLITAN PLANNING ORGANIZATION

FY 2025
UNIFIED PLANNING WORK PROGRAM
UPWP

Draft

Transportation Management Area (TMA)

AIR QUALITY STATUS:
Attainment

The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

Approved by the Policy Committee: _____
Revised: _____

Federal Approval: _____
Revised: _____

LWCAMPO – 1413 Houston St. Laredo, TX. 78040 – (956) 794-1613 – https://www.laredompo.org

PAGE

TABLE OF CONTENTS

I. INTRODUCTION 1

A. PURPOSE 1
B. DEFINITION OF AREA 4
C. ORGANIZATION 4
D. PRIVATE SECTOR INVOLVEMENT 6
E. PLANNING ISSUES AND EMPHASIS 6
Planning Issues 7
Planning Emphasis Areas 8

II. TASK 1.0 – ADMINISTRATION & MANAGEMENT 13

A. OBJECTIVE 13
B. EXPECTED PRODUCTS 13
C. PREVIOUS WORK 13
D. SUBTASKS 16
Subtask 1.1 - Planning and General Administration. 16
Subtask 1.2 – Professional Development, Travel and Training. 16
Subtask 1.3 – Public Participation Plan (PPP) 16
Subtask 1.4 – Computer Equipment, Furnishing and Office Supplies 17
Subtask 1.5 – Building Maintenance and/or Repairs. 17
E. FUNDING & PARTICIPATION SUMMARY 17

III. TASK 2.0 - DATA DEVELOPMENT AND MAINTENANCE 17

A. OBJECTIVE 17
B. EXPECTED PRODUCTS 18
C. PREVIOUS WORK 18
D. SUBTASKS 18
Subtask 2.1 – General Data Administration. 18
E. FUNDING & PARTICIPATION SUMMARY 19

IV. TASK 3.0 - SHORT RANGE PLANNING 19

A. OBJECTIVE 19
B. EXPECTED PRODUCTS 19
C. PREVIOUS WORK 19
D. SUBTASKS 20
Subtask 3.1 – General Administration (Short-Range Planning). 20
Subtask 3.2 – Planning Assistance 20
E. FUNDING & PARTICIPATION SUMMARY 21

DRAFT

V. TASK 4.0 – METROPOLITAN TRANSPORTATION PLAN / LONG-RANGE PLAN 21
A. OBJECTIVE 21
B. EXPECTED PRODUCTS 21
C. PREVIOUS WORK 21
D. SUBTASKS 22
Subtask 4.1 – Metropolitan Transportation Plan (MTP) Revisions. 22
Subtask 4.2 – 2025-2050 Metropolitan Transportation Plan (MTP) Update. 22
E. FUNDING & PARTICIPATION SUMMARY 23
Metropolitan Transportation Plan (MTP) Revisions 23

VI. TASK 5.0 - SPECIAL STUDIES 23
A. OBJECTIVE 23
B. EXPECTED PRODUCTS 23
C. PREVIOUS WORK 23
D. SUBTASKS 24
Subtask 5.1 – Long-Range Freight Mobility Plan. 24
Subtask 5.2 – Microtransit Feasibility Study. 25
Subtask 5.3 – South Laredo Transportation Planning Study. 25
E. FUNDING & PARTICIPATION SUMMARY 25
TOTAL 25

VII. BUDGET SUMMARY 26

VIII. APPENDICES 27
APPENDIX 'A' 27
POLICY COMMITTEE MEMBERSHIP 27
TECHNICAL COMMITTEE MEMBERSHIP 27
LAREDO & WEBB COUNTY AREA MPO STAFF 28
APPENDIX 'B' 29
METROPOLITAN AREA BOUNDARY MAP 29
APPENDIX 'C' 30
DEBARMENT CERTIFICATION 30
APPENDIX 'D' 31
LOBBYING CERTIFICATION 31
APPENDIX 'E' 32
CERTIFICATION OF COMPLIANCE 32
APPENDIX 'F' 33
CERTIFICATION OF INTERNAL ETHICS AND COMPLIANCE PROGRAM 33

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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 2025. 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.

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- **IIJA-** The Bipartisan 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.

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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 transparence 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 Laredo 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 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 MPO also conducts all planning activities in accordance with the adopted (PPP) and 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

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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.

At the request of the Policy Committee, staff initiated a review of potential changes to the MPO By-Laws regarding the structure and terms of the Chairperson and Vice-Chairperson. The MPO Staff conducted a peer-review of the By-Laws of other MPOs in Texas and provided its recommendation at the March 22nd, 2023 Policy Committee meeting based on the findings and structure of other MPOs serving a Transportation Management Area (TMA), an urbanized area with a population of over 200,000. Additionally, staff recommends minor updates to its Technical Committee membership to reflect accurate titles of members and to add a representative of the Webb County-City of Laredo Regional Mobility Authority (RMA).

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As per CFR 450.310 (d)(1), each metropolitan planning organization that serves a designated TMA, shall consist of local elected officials, officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation, and appropriate state officials.

As per CFR 450.310 (d)(3), the designation or selection of officials or representatives of MPOs serving a TMA shall be determined by the MPO according to the By-Laws or enabling statute of the organization.

The previous LWCAMPO By-Laws version designated the City of Laredo Mayor as the Chairperson and the Webb County Judge as the Vice-Chairperson. At the June 21st, 2023 meeting, the Policy Committee voted in favor of moving forward with approving Resolution MPO 2023-05 and adopting the proposed amendment(s) to the By-Laws of allowing the Webb County Judge to serve as the Chair through the end of 2024 effective once the By-Laws have been amended, with the Mayor of the City of Laredo as Chairman starting a full two-year term in January 2025.

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

- The City of Laredo Mayor (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 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:

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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).

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. The Port of Laredo is the number 1 port in the nation among more than 450 airports, seaports and border crossing with over $320 billion in total trade with the world in 2023 according to the U.S. Census Bureau.

- ***Transit*** - Key issues facing the transit system in the upcoming years include: fleet replacement, more bus routes, more frequency and less ridership due to the pandemic.

- ***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 will explore options 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.

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- **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.

  After adoption of its Public Participation Plan (PPP) in September of 2022, LWCAMPO continued working in the updating process of the Limited English Proficiency Plan, and Title VI Plan. Both plans will help set the foundation for equitable planning practices. A goal of LWCAMPO is to enhance its data development efforts. Through enhanced data, the needs of undeserved communities can be better understood and analyzed, and further develop plans that 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

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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 (ATP) includes a chapter dedicated to Complete Streets which 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 (ATC) has 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.

  As part of the recently approved LWCAMPO's Public Participation Plan (PPP) update, a set of outreach strategies, as well as virtual tools were recommended as necessary to ensure that all people in the community are able to participate and to be provided with opportunities to

be involved in the decision-making processes, including individuals without access to the internet or computers and mobile devices. LWCAMPO also evaluates these strategies using measures of effectiveness and continues to use its website and social media accounts to provide information of meetings and public comment opportunities, to meaningfully engage with the public and its stakeholders. Also, LWCAMPO will pursue to create a Title VI/Public Outreach Subcommittee.

- **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

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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 FMLAs 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.

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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

Throughout the addition of a full time Administrative Assistant and a Planner III in FY2023, the MPO has been able to accomplish all the required administrative duties. It has also allowed staff to work on the development and completion of new plans & studies, as well as updating of existing documents in-house. Also, 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:

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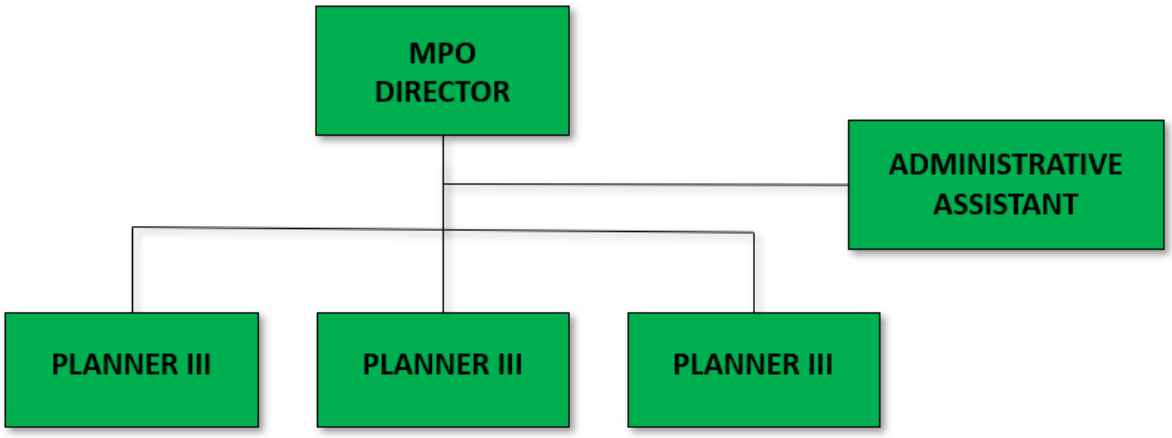

The MPO Staff has performed general administrative functions for the operation of the Organization that include processing requisitions, purchase orders, billings/invoices on a monthly basis. It has also approved timecards and processed payroll documents. MPO Staff has also assisted with the coordination 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 FY2025 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. MPO Staff has also 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 meetings listed in the following table:

	TECHNICAL COMMITTEE (In Person)	POLICY COMMITTEE (In Person)	ACTIVE TRANSPORTATION COMMITTEE (In Person/Virtual)	
1	09/12/23	09/20/23	09/27/23	In Person
2	10/10/23	10/18/23	10/25/23	Virtual
3	11/07/23	11/15/23	11/29/23	Virtual
4	No meeting was held in December 2023	No meeting was held in December 2023	No meeting was held in December 2023	
5	01/09/24	01/17/24	01/31/24	Virtual
6	02/13/24	02/21/24	02/28/24	In Person
7	03/12/24	03/20/24	03/27/24	Virtual
8	04/04/24	04/17/24	04/24/24	In Person
9	05/07/24	05/15/24	No meeting was held in May 2024	
10	06/11/24	06/20/24	06/26/24	Virtual
11	*07/09/24*	*07/17/24*	*07/31/24*	*Virtual*
12	*08/13/24**	*08/21/24**	*08/28/24**	*In Person**

**Proposed*

LWCAMPO scheduled meetings for all the existing committees to meet once a month. To date, the MPO has held a total of Nine (9) Policy Committee meetings, Nine (9) Technical Committee meetings, and Eight (8) Active Transportation Committee meetings.

Also, 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. After evaluation of submittals received, WSP USA Inc. was selected and awarded contract by Policy Committee in the amount of $376,504.25 and ready to be adopted in January 2025.

The MPO has 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 FY2025, 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.

Furthermore, the MPO staff in collaboration with other agencies, have organized and attended training sessions for the Policy Committee, the Technical Committee, the Active Transportation Committee, and other local participating organizations. The MPO Director and staff traveled to attend Transportation Planning related conferences, courses, seminars, and workshops such as the following:

- ***Annual Texas APA Conference held in Corpus Christi, TX (November 8th – 10th, 2023)***
- ***Performance Measures Training***
- ***Decisions Lens Training***
- ***2024 National Planning Conference held by the American Planning Association (APA)***
- ***Spring 2024 STIP Workshop***
- ***Basic Travel Demand Modeling Training***
- ***Budget Preparedness Training***
- ***Texas Association of MPOs (TEMPO) Fall Meeting for MPO Directors***
- ***APATX23 State Planning Conference***
- ***ESRI Gulf Coast Conference***

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 necessaries 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 (APATX)*
- *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 Planning Conference held by the American Planning Association (APA)*
- *National Highway Institute (NHI)*
- *National Transit Institute (NTI)*
- *Texas Association of MPOs (TEMPO) held Quarterly*
- *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 2025

Subtask	*Responsible Agency*	*Transportation Planning Funds (TPF)[1]*	*FTA Sect. 5307*	*Local*	*Total*
1.1 Planning and General Administration	LWCAMPO	$ 550,000	$ 0	$ 0	$ 550,000
1.2 Professional Development, Travel and Training	LWCAMPO	$ 25,000	$ 0	$ 0	$25,000
1.3 Public Participation Plan (PPP)	LWCAMPO	$ 10,000	$ 0	$ 0	$ 10,000
1.4 Computer Equipment, Furnishing and Office Supplies	LWCAMPO	$ 30,000	$ 0	$ 0	$ 30,000
1.5 Building Maintenance and/or Repairs	LWCAMPO	$ 10,000	$ 0	$ 0	$ 10,000
TOTAL		**$ 625,000**	**$ 0**	**$ 0**	**$ 625,000**

[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.

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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

LWCAMPO Staff continued updating its website to access meetings agendas, packets, public notices and other publications as they became available. It also provided a link for live stream access to the Policy Committee. The MPO website was also updated on a regularly basis 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 Texas Department of Transportation (TxDOT) and Texas Transportation Institute (TTI) representatives in the development of the 2018-2050 Travel Demand Model to be used in the development of the 2025-2050 Metropolitan Transportation Plan (MTP) Update.

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.

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E. FUNDING & PARTICIPATION SUMMARY

Task 2.0 - DATA DEVELOPMENT AND MAINTENANCE - FY 2025

Subtask	*Responsible Agency*	*Transportation Planning Funds (TPF)[1]*	*FTA Sect. 5307*	*Local*	*Total*
2.1 General Data Administration	LWCAMPO	$ 20,000	$ 0	$ 0	$ 20,000
TOTAL		**$ 20,000**	**$ 0**	**$ 0**	**$ 20,000**

[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, annual listing of projects.

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* MPO By-Laws *revision that was approved on July 2023. MPO staff in collaboration with TxDOT and respective projects managers continued working on the two (2) projects awarded with Transportation Alternative Set-Aside funds: The Downtown Safe Sidewalk Improvements, and the EL Metro ADA Bus Stops and Bicycle Plazas Enhancement Project were. MPO Staff continued assisting in the revision of the 2023-2026 Transportation Improvement Program (TIP) and the development of the 2025-2028 TIP. The Active Transportation Committee continued to help improve and promote active modes of mobility within the MPO boundary; MPO staff has continuously helped in the coordination of its activities and meetings as well as implementing the recommendations of the Active Transportation Plan. Staff has completed the Limited English Proficiency Plan (LEP) update which was originally adopted and implemented in accordance with federal and state guidelines. The LEP update is expected to be adopted by the Policy Committee in June 2024.

D. SUBTASKS

Subtask 3.1 – General Administration (Short-Range Planning).

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 – 2.5 % Set-Aside for Increasing Safe and Accessible Transportation Options.

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.

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E. FUNDING & PARTICIPATION SUMMARY

Task 3.0 – SHORT-RANGE PLANNING - FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Sect. 5307	Local	Total
3.1 General Administration	LWCAMPO	$ 6,500	$ 0	$ 0	$ 6,500
3.2 Planning Assistance	LWCAMPO	$ 6,500	$ 0	$ 0	$ 6,500
3.3 2.5% Set-Aside for Increasing Safe and Accessible Transportation Options	LWCAMPO	$ 12,000	$ 0	$ 0	$ 12,000
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 / 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 (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 (TDM). 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 current 2020-2045 Laredo Metropolitan Transportation Plan which was adopted on January 21, 2020. Since, date of adoption, MPO staff has prepared and coordinated ten (10) revisions to the document as follow:

- ***Revision #1 on April 20, 2020, through Resolution No. MPO 2020-05.***
- ***Revision #2 on June 15, 2020, through Resolution No. MPO 2020-07.***
- ***Revision #3 on February 22, 2021, through Resolution No. MPO 2021-02.***
- ***Revision #4 on April 19, 2021 as an Administrative Modification.***
- ***Revision #5 on February 8, 2022, through Resolution No. MPO 2022-03.***
- ***Revision #6 on October 19, 2022, through Resolution No. MPO 2022-09.***
- ***Revision #7 on January 18, 2023, through Resolution No. MPO 2023-02.***
- ***Revision #8 on July 19, 2023, through Resolution No. MPO 2023-09.***
- ***Revision #9 on November 15, 2023, through Resolution No. MPO 2023-13.***
- ***Revision #10 on January 17, 2024, through Resolution No. MPO 2024-02.***

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Also, the MPO staff 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 RFQ included a project task list and schedule related to the study; and after a detailed evaluation and scoring of submittals received, WSP USA Inc. was selected and the Policy Committee awarded contract in the amount of $376,504. and ready to be adopted in January 2025.

The MPO in collaboration with City of Laredo, Webb County, TxDOT, Webb County-City of Laredo Regional Mobility Authority (WC-CL RMA) and other planning partners have been working closely with WSP USA, Inc. to assess existing transportation related conditions and to provide a recommendation of transportation studies needed to be able to develop a document that identifies specific locations for future infrastructure such as highways, mobility alternatives as well as the options to incorporate the most recent technology that help alleviate congestion issues and to improve multi-modal transportation in general in our area.

WSP USA, Inc. and MPO staff have worked on creating opportunities for public participation by developing materials including a survey to provide feedback on regional travel needs. We also coordinated an in person public meeting that took place at the Main Public Library on May 23rd, 2024 from 6:00 PM to 8:00 PM where stakeholders and the community are able to provide their input for the draft of the 2025-2050 MTP.

The final document draft is expected to be completed by late 2024 in order to be presented to the Policy Committee for adoption in January 2025.

D. SUBTASKS

Subtask 4.1 – Metropolitan Transportation Plan (MTP) Revisions.

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 IIJA 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 Metropolitan Transportation Plan (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. (Contract ongoing)

E. FUNDING & PARTICIPATION SUMMARY

Task 4.0 - METROPOLITAN TRANSPORTATION PLAN / LONG RANGE PLAN - FY 2025

Subtask	Responsible Agency	Transportation Planning Funds (TPF)[1]	FTA Sect. 5307	Local	Total
4.1 Metropolitan Transportation Plan (MTP) Revisions	LWCAMPO	$ 5,000	$ 0	$ 0	$ 5,000
4.2 2025-2050 Metropolitan Transportation Plan (MTP) Update	LWCAMPO	$ 295,000	$ 0	$ 0	$295,000
TOTAL		**$ 300,000**	**$ 0**	**$ 0**	**$300,000**

[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.

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 to 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 (RMA). The MPO participated in this study through an interlocal agreement with the 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.

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.

On May 2024, the MPO Policy Committee approved to award a contract to the Goodman Corporation for a transit feasibility study to explore the possibility having a new "Microtransit" transportation service. The study is scheduled to be completed by Spring 2025.

D. SUBTASKS

Subtask 5.1 – Long-Range Freight Mobility Plan.

In 2025, the Laredo and Webb County MPO intends to procure a qualified Consultant Firm to prepare a Long-Range Regional Freight Mobility Plan and a World Trade Bridge Expansion Impact Study. A consultant firm will be utilized to provide technical assistance and develop the plan. MPO staff will facilitate public meetings and will be responsible for overseeing the implementation of the plan. It will be a regional comprehensive mobility plan that will provide project partners both, public and private with a series of short-term and long-term strategies and guidance for strategic processes and policies to guide future investments for facilitate the mobility of truck and rail freight movements with and through the City of Laredo and Webb county.

The Long-Range Freight Mobility Plan 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. Also, it must consider the projected future growth of the area, key economic variables that are driving regional freight land use, job growth and workforce development scenarios, current and potential federal legislation requirements, and the Statewide Strategic Rail Plans for performance measurement strategies and freight/air sector investments. The Plan must include a set of strategies to guide and facilitate regional and local agencies in the implementation of plan's findings and recommendations in both the short (3 to 5 year) and long term (6-25 years).

This plan will also serve as an investment guide for freight mobility improvements in the region. It may include a general overview of other plans or studies and the recommendations; an economic and logistical analysis of freight flow in the region; an inventory of existing and planned assets including highway and rail, as w ell as their condition and performance; a needs analysis of high demand areas, hotspots, and other deficiencies; and recommendations including policies and programs, freight performance measures, IST and operational development of regional freight system leveraging Critical Freight Corridors, Truck Lane Restrictions, and NHS Intermodal connectors.

This study is also 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. (To be conducted by consultant)

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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 main purpose of this study is to analyze the potential for microtransit transportation to provide service to these areas to complement the fixed route system. (To be conducted by consultant)

Subtask 5.3 – South Laredo Transportation Planning Study.

The South Laredo Transportation Planning Study will assess current and future multimodal mobility needs in South Laredo and Webb County. The study will consist of planning level analyses of existing roadways and future proposed thoroughfares to develop, evaluate, and advance a broad range of mobility improvements in South Laredo. The completed study will identify multimodal improvements to help relieve congestion, promote safety, and enhance connectivity of the transportation network. The study will include public/stakeholder engagement, needs assessment, recommended roadway network and multimodal improvements, and an implementation plan. (To be conducted by consultant)

E. FUNDING & PARTICIPATION SUMMARY

Task 5.0 SPECIAL STUDIES - FY 2025

Subtask	*Responsible Agency*	*Transportation Planning Funds (TPF)[1]*	*FTA Sect. 5307*	*Local*	*Total*
5.1 Long-Range Freight Mobility Plan	LWCAMPO	$ 200,000	$ 0	$ 0	$ 200,000
5.2 Microtransit Feasibility Study	LWCAMPO	$ 150,000	$ 0	$ 0	$ 150,000
5.3 South Laredo Transportation Planning Study	LWCAMPO	$ 200,000	$ 0	$ 0	$ 200,000
TOTAL		**$ 550,000**	**$ 0**	**$ 0**	**$ 550,000**

[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.

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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	$ 625,000	$ 0	$ 0	$ 625,000
2.0	Data Development and Maintenance	$ 20,000	$ 0	$ 0	$ 20,000
3.0	Short-Range Planning	$ 25,000	$ 0	$ 0	$ 25,000
4.0	MTP / Long-Range Plan	$ 300,000	$ 0	$ 0	$ 300,000
5.0	Special Studies	$ 550,000	$ 0	$ 0	$ 550,000
	TOTAL	**$ 1,520,000**	**$ 0**	**$ 0**	**$ 1,520,000**

[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 2025 Combined Transportation Planning Funds[2]	$ 600,000
Estimated Unexpended Carryover[3]	$ 2,085,129
TOTAL TPF	$ 2,685,129
Total TPF Programmed	**$ 1,520,000**

[2] Estimate based on prior years' authorizations.

[3] The accounting below provides the estimated unexpended carryover for FY2024 (as shown above).

FY 2023 Unexpended Carryover	$ 2,020,629
FY 2024 Combined Transportation Planning Funds	+ $ 614,500
FY 2024 Expenditures (estimated)	- $ 550,000
FY 2024 Unexpended Carryover (estimated)	$2,085,129

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VIII. APPENDICES

APPENDIX 'A'

POLICY COMMITTEE MEMBERSHIP

VOTING MEMBERS		
Honorable Tano E. Tijerina	Judge – Committee Chairperson	Webb County
Honorable Dr. Victor D. Treviño	Mayor – Vice Chairperson	City of Laredo
Honorable Melissa R. Cigarroa	Councilmember	City of Laredo
Honorable Ruben Gutierrez, Jr.	Councilmember, Mayor Pro Tempore	City of Laredo
Honorable Vanessa Perez	Councilmember	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 MEMEBERS		
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

MPO Representative:
MPO Director (Chairperson)
1. City Representatives:
Laredo City Planner
The General Manager of the City Transit System
Laredo Director of Traffic Safety
Laredo Airport Manager
Laredo City Engineer
Laredo Bridge Director
2. County and Regional Representatives:
Webb County Planning Director
South Texas Development Council Executive Director
The General Manager of the Rural Transit System
Webb County Engineer
Webb County-City of Laredo Regional Mobility Authority Representative
3. State Representatives:
TxDOT Planning Representative (Vice-Chairperson)
TxDOT Planning Representative
TxDOT Area Engineer
TxDOT Transportation Planning and Programming (TPP) Field Representative
4. Federal Representatives:
FHWA Planning Representative (Austin)
5. Private Sector Representatives:
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
6. School System Representatives:
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

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LAREDO & WEBB COUNTY AREA MPO STAFF

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

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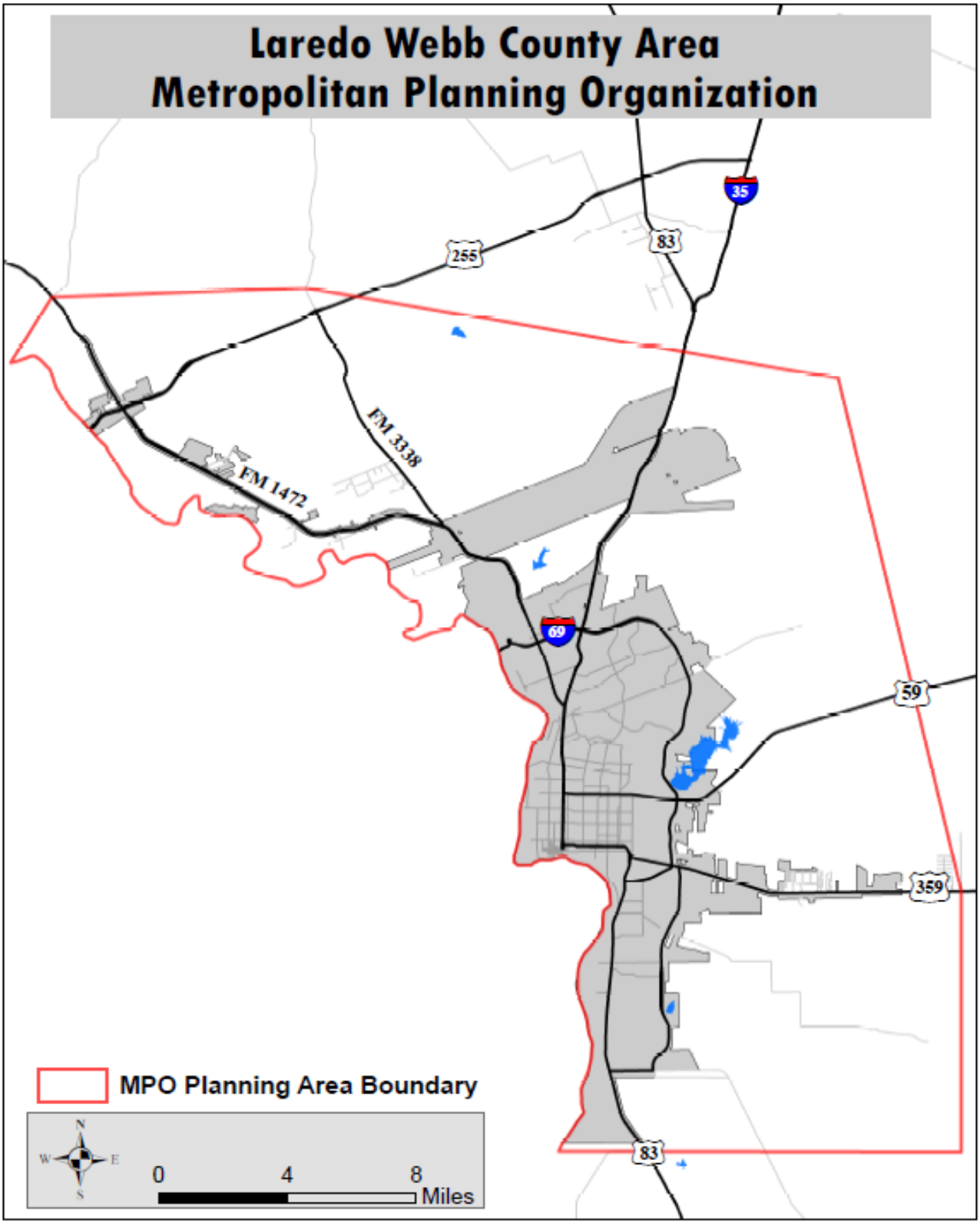
APPENDIX 'B'

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

_____
Date

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APPENDIX 'D'
LOBBYING CERTIFICATION

CERTIFICATION FOR CONTRACTS, GRANTS,
LOANS AND COOPERATIVE AGREEMENTS

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

1) No federal appropriated funds have been paid or will be paid by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

3) The undersigned shall require that the language of this certification be included in the award documents for all 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

_____
Date

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APPENDIX 'E'
CERTIFICATION OF COMPLIANCE

I, **Tano E. Tijerina,** Chairperson of the Laredo 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 2CFR200, "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

_____
Date

Attest:

_____
Juan S. Mendive, AICP
MPO Director

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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

_____
Date

Attest:

_____
Juan S. Mendive, AICP
MPO Director

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MPO POLICY COMMITTEE MEETING

www.laredompo.org

Meeting Date & Time: July 17, 2024 at 1:30 PM
Meeting Location: City of Laredo Council Chambers, 1110 Houston St., Laredo, Texas 78040
Meeting Link: http://laredotx.swagit.com/live
Laredo TV: Spectrum TV channel 1300

AGENDA:

I. CHAIRPERSON TO CALL MEETING TO ORDER

II. CHAIRPERSON TO CALL ROLL

III. CITIZEN COMMENTS

Speakers are required to fill out witness cards, which must be submitted to MPO Staff no later than 1:45 p.m. the day of the meeting. Speakers shall identify themselves at the microphone. Comments are limited to three (3) minutes per speaker. No more than three (3) persons will be allowed to speak on any side of an issue. Should there be more than three (3) people who wish to speak on a specific issue, they should select not more than three (3) representatives to speak on their behalf. The presiding officer may further limit public on the interest of order or time. Speakers may not transfer their minutes to any other speaker. Comments should be relevant to MPO business and delivered in a professional manner. No derogatory remarks shall be permitted.

IV. ITEMS REQUIRING POLICY COMMITTEE ACTION:

A. Approval of the minutes for the meeting held on June 20, 2024.

B. Receive public testimony and approve Resolution No. MPO 2024-11, adopting the FY 2025 Unified Planning Work Program (UPWP).

V. REPORT(S) AND PRESENTATIONS (No action required).

A. Status report by the Regional Mobility Authority (RMA).

B. Update by the City of Laredo Engineering staff on the FM 1472/Flecha Ln. Realignment (CSJ 0922-33-076) and Calton Road Grade Separation (CSJ 0922-33-093) projects.

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VI. DIRECTOR's COMMENTS

A. 2025-2050 Metropolitan Transportation Plan (MTP) update

B. Schedule of upcoming meetings

VII. COMMUNICATIONS

VIII. ADJOURNMENT

NOTICE INFORMATION:

Notice of this meeting was posted at the municipal government offices, 1110 Houston Street, Laredo, Texas, at a place convenient and readily accessible to the public at all times. Said notice was posted on Friday, July 12, 2024 by 5:00 PM. The agenda and meeting information was also posted online at https://www.laredompo.org/agendas-minutes/.

All meetings of the MPO Committee are open to the public. Persons who plan to attend this meeting and who may need auxiliary aid or services such as: interpreters for persons who are deaf or hearing impaired, readers of large print or Braille, or a translator for the Spanish language are requested to contact MPO Staff at (956) 794-1605, or via email at aavigil@ci.laredo.tx.us at least two working days prior to the meeting so that appropriate arrangements can be made. Materials in Spanish may also be provided upon request.

Disability Access Statement: This meeting is wheelchair accessible. The accessible ramps are located at 1110 Victoria and 910 Flores. Accessible parking spaces are located at City Hall, 1110 Victoria.

INFORMACIÓN DE AVISO:

Un aviso de esta reunión ha sido publicado en las oficinas del gobierno municipal ubicadas en el 1110 de la calle Houston St., Laredo, Texas, en un lugar conveniente y accesible en todo momento para el público. Dicho aviso fue publicado el viernes, 12 de julio del 2024 a las 5:00 PM. La agenda e información adicional sobre la reunión se han publicado también en línea en el siguiente enlace: https://www.laredompo.org/agendas-minutes/.

Todas las reuniones del Comité del MPO están abiertas al público. Personas que planean asistir a esta reunión y que pueden necesitar ayuda o servicios auxiliares como: interpretes para personas con discapacidad auditiva, lectores de letra grande o en Braille, o un traductor para el idioma español deben comunicarse con el personal del MPO al (956) 794-1605 o por correo electrónico aavigil@ci.laredo.tx.us por lo menos dos días laborales antes de la reunión para que se puedan hacer los arreglos apropiados. Material en español está disponible mediante una petición.

Declaración de Acceso a la Discapacidad: Esta reunión permite el acceso a personas en silla de ruedas. Las rampas de acceso se ubican en el 1110 de la calle Victoria y en el 910 de la avenida Flores. Los espacios de estacionamiento para discapacitados se encuentran en 1110 Victoria St.

Información en español: Si usted desea más información en español o si desea explicación sobre el contenido, favor de llamar al teléfono (956) 794-1605 o comunicarse con nosotros mediante correo electrónico a aavigil@ci.laredo.tx.us.

POLICY COMMITTEE MEMBERSHIP:

LWCAMPO Chairperson
Honorable Tano E. Tijerina, Webb County Judge

LWCAMPO Vice-Chairperson
Honorable Dr. Victor D. Treviño, City of Laredo Mayor

City of Laredo Representatives
Honorable Ruben Gutierrez, Jr., City Councilmember, District V
Honorable Melissa R. Cigarroa, City Councilmember, District III

County of Webb Representatives
Honorable Jesse Gonzalez, Webb County Commissioner, Pct. 1
Honorable John Galo, Webb County Commissioner, Pct. 3

Laredo Mass Transit Board Representative
Honorable Vanessa Perez, City Councilmember, District VII

State Representative
Mr. Epigmenio "Epi" Gonzalez, P.E., TxDOT District Engineer

Member at Large Representative
Jed A. Brown

Ex-Officio Representatives
Honorable Judith Zaffirini, State Senator, District 21
Honorable Richard Raymond, State Representative, District 42
Honorable Tracy O. King, State Representative, District 80

AGENDA REVIEWED:

_____
Juan S. Mendive, AICP
LWCAMPO Director

_____
Mario I. Maldonado, Jr.
Laredo City Secretary

MPO Updates

Calendario del MTP

MTP Schedule

Baseline Data
Datos Base

Spring 2024
Primavera 2024

Existing Conditions
Condiciones Existentes

Establish Goals and Objectives
Establecer Metas y Objetivos

Public Meeting #1
Reunión Pública #1

Needs Analysis
Análisis de Necesidades

Summer 2024
Verano 2024

Needs Analysis
Análisis de Necesidades

Stakeholder Coordination
Coordinación con Interesados

Call for Projects
Convocatoria de Proyectos

Revenue Projections
Proyecciones de Retribución

Project Evaluation
Evaluación de Proyecto

Fall 2024
Otoño 2024

Project Prioritization
Priorización de Proyectos

Performance Measurement
Medida de Rendimiento

Recommendations
Recomendaciones

Public Meeting #2
Reunión Pública #2

Prepare Draft MTP
Preparar el Borrador del MTP

MTP Adoption
Aprobación del MTP

Winter 2024
Invierno 2024

Issue Draft MTP for Public Comment
Publicar Borrador del MTP para Comentario Público

Adoption of MTP
Aprobación del MTP

	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25
	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14	Month 15
1.0 Project Management															
1.1 Project Management Plan															
1.2 Project Coordiantion															
1.3 Project Administration															
1.4 Project Schedule and Control															
1.5 Quality Assurance and Quality Management															
2.0 Public and Stakeholder Involvement															
2.1 Public Invovlement Plan															
2.2 Public Meetings															
2.3 Virutal Outreach															
2.4 MPO and Agency Coordination															
3.0 Analysis															
3.1 Goals and Objectives															
3.2 Existing Conditions Analysis															
3.3 Year 2050 Deficiency and Needs Analysis															
4.0 Recommendations and Strategies															
4.1 Multimodal Recommendations															
4.2 Title VI/Environemntal Justice															
4.3 Environmental Considerations															
4.4 Resiliency															
5.0 Performance Based Planning															
5.1 Performance Measurement															
6.0 Financial Plan															
6.1 Revenue Forecast															
6.2 Project Identification															
6.3 Project Prioritization and Selection															
6.4 Financially Constrained Plan															
7.0 MTP															
7.1 Draft and Final MTP															
8.0 On-Call Assistance															
8.1 On-Call Assistance															

Metropolitan Transportation Plan 2025-2050

Laredo & Webb Co.

Help the Laredo and Webb County Area Metropolitan Planning Organization guide the future of all types of transportation by sharing feedback through our survey.

TELL US YOUR THOUGHTS!

Visit ***laredompo.com*** to find out more information, or use the QR code to share your input!

LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION

Discussion of old or new business

Adjournment