



MPO TECHNICAL COMMITTEE MEETING

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Meeting Date & Time: April 11, 2023 2:30 p.m.

Meeting Location: Planning Dept/MPO Office-1413 Houston St., Laredo, Texas 78040

AGENDA:

1. Chairperson to call meeting to order.
2. Discussion on the Federal Highway Administration (FHWA) Carbon Reduction Program.
3. Review of Laredo Webb County Area MPO Bylaws and Operating Procedures.
4. Update on the upcoming MPO Policy Committee meeting draft agenda.
5. Discussion of old or new business.
 - A. Update of MPO Primer
6. Adjournment.

BIPARTISAN INFRASTRUCTURE LAW



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FACT SHEETS

Carbon Reduction Program (CRP)

	FAST Act (extension)	Bipartisan Infrastructure Law (BIL)				
Fiscal year (FY)	2021	2022	2023	2024	2025	2026
Contract authority	---	\$1.234 B*	\$1.258 B*	\$1.283 B*	\$1.309 B*	\$1.335 B*

*Calculated (sum of estimated individual State Carbon Reduction Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Statutory Citations

- § 11403; 23 U.S.C. 175

Funding Features

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CRP apportionment is calculated based on a percentage specified in law. [23 U.S.C. 104(b)(7)] (See "Apportionment" fact sheet for a description of this calculation)

Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and [NEW] Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CRP. [23 U.S.C. 126(a)] (See other program-specific fact sheets for additional details.)

Suballocation

- 65% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. [§ 11403; 23 U.S.C. 175(e)(1)(A)] Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area [23 U.S.C. 175(e)(2)]:
 - *Urbanized areas with an urbanized area population greater than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(i) and (e)(3)]
 - *Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000*: This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. [§ 11403; 23 U.S.C. 175(e)(1)(A)(ii) and (e)(3)]
 - *Urban areas with population at least 5,000 and no more than 49,999*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iii)]
 - *Areas with population of less than 5,000*. [§ 11403; 23 U.S.C. 175(e)(1)(A)(iv)]
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State. [§ 11403; 23 U.S.C. 175(e)(1)(B)]
- Requires each State, over the period of FY22-26, to make available to each urbanized area with a population of at least 50,000 obligation authority for use with the suballocated CRP funding. [§ 11403; 23 U.S.C. 175(e)(6)] States are required to divide the funding to urbanized areas with a population of at least 50,000 based on the relative population of the areas. [23 U.S.C. 175(e)(3)]

Federal Share

- In accordance with 23 U.S.C. 120. (See the "Federal Share" fact sheet for additional detail.) [§ 11403; 23 U.S.C. 120 and 175(f)]

Eligible Projects

- CRP funds may be obligated for projects that support the reduction of transportation emissions, including, but not limited to– [except as noted, § 11403; 23 U.S.C. 175(c)(1)]
 - a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - a public transportation project eligible under 23 U.S.C. 142;
 - a transportation alternative (as defined under the Moving Ahead for Progress under the 21st Century Act [23 U.S.C. 101(a)(29), as in effect on July 5, 2012]), including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - a project described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment;
 - a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - development of a carbon reduction strategy developed by a State per requirements in 23 U.S.C. 175(d);
 - a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
 - efforts to reduce the environmental and community impacts of freight movement;
 - a project that supports deployment of alternative fuel vehicles, including–
 - acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - a project described in 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
 - certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity; [§ 11403; 23 U.S.C. 149(b)(5); and 175(c)(1)(L)]
 - a project that reduces transportation emissions at port facilities, including through the advancement of port electrification; and
 - any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis. (Note: FHWA will issue guidance on how the Secretary will make such certifications.) [§ 11403; 23 U.S.C. 133(b) and 175(c)(2)]

Coordination in Urbanized Areas Other Than Transportation Management Areas

Before obligating CRP funds for an eligible project in an urbanized area that is not a transportation management area, a State shall coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(4)]

Consultation in Rural Areas

Before obligating CRP funds for an eligible project in a rural area, a State shall consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project. [§ 11403; 23 U.S.C. 175(e)(5)]

Program Features

Carbon Reduction Strategy

- Requires each State, in consultation with any MPO designated within the State, to– [§ 11403; 23 U.S.C. 175(d)]
 - develop a carbon reduction strategy not later than 2 years after enactment; [§ 11403; 23 U.S.C. 175(d)(1)] and
 - update that strategy at least every four years; [§ 11403; 23 U.S.C. 175(d)(3)]
- Requires the carbon reduction strategy to–
 - support efforts—and identify projects and strategies—to support the reduction of transportation emissions;
 - at the State's discretion, quantify the total carbon emissions from production, transport, and use of materials used in the construction of transportation facilities in the State; and
 - be appropriate to the population density and context of the State, including any MPO designated within the State. [§ 11403; 23 U.S.C. 175(d)(2)]
- Allows the carbon reduction strategy to include projects and strategies for safe, reliable, and cost-effective options to–
 - reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State or an area served by the relevant MPO;
 - facilitate use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches. [§ 11403; 23 U.S.C. 175(d)(2)(B)]
- Requires FHWA to–
 - review the State's process for developing its carbon reduction strategy and certify that the strategy meets statutory requirements; and
 - at the request of a State, provide technical assistance in the development of the strategy. [§ 11403; 23 U.S.C. 175(d)(4) and (5)]

Treatment of Projects

- Treats every project funded under the program as if it were located on a Federal-aid highway. This ensures applicability of Davis-Bacon wage requirements. [§ 11403; 23 U.S.C. 175(g)]

Additional Information and Assistance

- FHWA can connect you with your local FHWA office and support you with technical assistance for planning, design, construction, preserving, and improving public roads and in the stewardship of Federal funds. For assistance, visit: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/technical_support.cfm



U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

Subject: **INFORMATION:** Carbon Reduction Program
(CRP) Implementation Guidance

Date: April 21, 2022

From: Gloria M. Shepherd
Associate Administrator, Office of Planning,
Environment, and Realty

In Reply Refer To:
HEP-1

To: Division Administrators
Directors of Field Services

On November 15, 2021, the President signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) (BIL) into law. The BIL authorizes a new Carbon Reduction Program codified at 23 United States Code (U.S.C.) 175 to reduce transportation emissions. The attached Carbon Reduction Program (CRP) Implementation Guidance provides information on funding, eligible activities, and requirements of the CRP.

Except for the statutes and regulations cited, the contents of this document do not have the force and effect of law and are not meant to bind the States or the public in any way. This document is intended only to provide information regarding existing requirements under the law or agency policies.

This document will be accessible on the Sustainability Website ([FHWA Sustainability Website](#)), the BIL Website ([FHWA Bipartisan Infrastructure Law Website](#)), and through the Policy and Guidance Center ([FHWA Policy and Guidance Center](#)).

If you have questions, please contact: Becky Lupes (202-366-7808 or Rebecca.Lupes@dot.gov) or John Davies (202-366-6039 or JohnG.Davies@dot.gov) of the Office of Natural Environment.

Attachment

Carbon Reduction Program Implementation Guidance
(April 21, 2022)

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A. Definitions

In this guidance, the following definitions apply:

Consultation means that one or more parties confer with other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them about action(s) taken (*See* 23 CFR 450.104).

Coordination means the cooperative development of plans, programs, and schedules among agencies and entities with legal standing and adjustment of such plans, programs, and schedules to achieve general consistency, as appropriate (23 CFR 450.104).

Metropolitan Planning Organization means the policy board of an organization established as a result of the designation process under 23 U.S.C. 134(d) (23 U.S.C. 134(b)(2); 23 U.S.C. 175(a)(1)).

Transportation Emissions means carbon dioxide emissions from on-road highway sources of those emissions within a State (23 U.S.C. 175(a)(2)).

Transportation Management Area means a transportation management area identified or designated by the Secretary under 23 U.S.C. 134(k)(1) (*See* 23 U.S.C. 175(a)(3)).

Urbanized Area means a geographic area with a population of 50,000 or more, as determined by the Bureau of the Census (23 U.S.C. 134(b)(7); 23 U.S.C. 175(a)(1)).

B. PROGRAM PURPOSE

The purpose of the Carbon Reduction Program (CRP) is to reduce transportation emissions through the development of State carbon reduction strategies and by funding projects designed to reduce transportation emissions (*See* 23 U.S.C. 175 as established by the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “[Bipartisan Infrastructure Law](#)” (BIL)) (BIL § 11403).

C. GUIDANCE ON ADMINISTRATION PRIORITIES AND USE OF THE FEDERAL-AID HIGHWAY FORMULA FUNDING

- 1. Overview:** This document provides background and guidance to clarify eligibility requirements for the CRP. On December 16, 2021, FHWA issued guidance, [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#), that serves as an overarching framework to prioritize the use of BIL resources on projects that will Build a Better America. That policy is available on FHWA’s BIL resources implementation website at the following URL: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/building_a_better_america-policy_framework.cfm.

2. Safety:

Prioritizing Safety in All Investments and Projects

The National Roadway Safety Strategy (NRSS) (issued January 27, 2022) commits the United States Department of Transportation (USDOT) and FHWA to respond to the current crisis in traffic fatalities by “taking substantial, comprehensive action to significantly reduce serious and fatal injuries on the Nation’s roadways,” in pursuit of the goal of achieving zero highway deaths. FHWA recognizes that zero is the only acceptable number of deaths on our roads and achieving that is our safety goal. FHWA therefore encourages States and other funding recipients to prioritize safety in all Federal highway investments and in all appropriate projects, using relevant Federal-aid funding, including funds from CRP.

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes. It involves a paradigm shift to improve safety culture, increase collaboration across all safety stakeholders, and refocus transportation system design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. To achieve the vision of zero fatalities, safety should be fully reflected in a State’s transportation investment decisions, from planning and programming, environmental analysis, project design, and construction, to maintenance and operations. States should use data-driven safety analyses to ensure that safety is a key input in any decision made in the project development process and fully consider the safety of all road users in project development.

FHWA encourages State and local agencies to consider the use of funds from CRP to address roadway safety and implement the Safe System approach wherever possible. Improvements to safety features, including traffic signs, pavement markings, and multimodal accommodations that are routinely provided as part of a broader Federal-aid highway project can and should be funded from the same source as the broader project as long as the use is eligible under that funding source.

Because of the role of speed in fatal crashes, FHWA is also providing new resources on the setting of speed limits and on re-engineering roadways to help “self-enforce” speed limits. To achieve the vision of zero fatalities on the Nation’s roads, FHWA encourages States to assess safety outcomes for all project types and promote and improve safety for all road users, particularly vulnerable users. FHWA recommends that streets be designed and operated to maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety and connectivity. Pedestrian facilities in the public right-of-way must comply with the Americans with Disabilities Act.

Complete Streets

As one approach to ensuring the safety of all roadway users, FHWA encourages States and communities to adopt and implement Complete Streets policies that prioritize the safety of all users in transportation network planning, design, construction and operations. Section 11206 of the BIL defines Complete Streets standards or policies as

those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.” A complete street includes, but is not limited to, sidewalks, bike lanes (or wide paved shoulders), special bus lanes, accessible public transportation stops, safe and accommodating crossing options, median islands, pedestrian signals, curb extensions, narrower travel lanes, and roundabouts. A Complete Street is safe, and feels safe, for everyone using the street.

- 3. Transit Flex:** FHWA, working with FTA, seeks to help Federal-aid recipients plan, develop, and implement infrastructure investments that prioritize safety, mobility, and accessibility for all transportation network users, including pedestrians, bicyclists, transit riders, micromobility users, freight and delivery services providers, and motorists. This includes the incorporation of data sharing principles and data management.

Funds from CRP can be “flexed” to FTA to fund transit projects. For title 23 funds that are flexed to FTA, section 104(f) of title 23, U.S.C., allows funds made available for transit projects or transportation planning to be transferred to FTA and administered in accordance with chapter 53 of title 49, U.S.C., except that the Federal share requirements of the original fund category continue to apply (See 23 U.S.C. 104(f)(1)).

The use of Federal-aid funding on transit and transit-related projects can provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. FHWA encourages recipients to consider using funding flexibility for transit or multimodal-related projects and to consider strategies that: (1) improve infrastructure for nonmotorized 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) use equitable and sustainable practices while developing transit-oriented development.

- 4. Transferability Between FHWA Programs:** Section 126 of title 23, U.S.C., provides that a State may transfer up to 50 percent of the amount apportioned for the fiscal year for certain highway programs, including CRP, to other eligible apportioned highway programs.¹ *See also* FHWA Order 4551.1, “Fund Transfers to Other Agencies and Among Title 23 Programs”, ([Fund Transfers to Other Agencies and Among Title 23 Programs](#)). Historically States have used this flexibility to address unmet needs in areas where apportioned funding was insufficient.

The BIL made historic investments in highway programs including more than \$300 billion in Contract Authority from the Highway Trust Fund. This represents an average

¹ States may only transfer CRP funds that are allocated for use anywhere in the State.

annual increase of 29 percent in Federal-aid funding over the amount of Contract Authority for FHWA programs compared to fiscal year 2021. Congress also established more than a dozen new highway programs to help address urgent surface transportation needs.

States have the flexibility to transfer funds out of CRP to other apportioned programs, but we encourage States to first consider the need to transfer in light of the significant increase in apportioned funding and the considerable funding for new programs. States, working with FHWA, should determine the need for CRP funds – including the ability to apply CRP funds to eligible assets owned by local governments, counties, and Tribes – and identify and prioritize projects that maximize the CRP funding before deciding to transfer funds out of the CRP.

- 5. ADA:** The Americans with Disabilities Act (ADA) of 1990 and Section 504 of the Rehabilitation Act of 1973 prohibit discrimination against people with disabilities and ensure equal opportunity and access for persons with disabilities. The Department of Transportation’s Section 504 regulations apply to recipients of the Department’s financial assistance (*See* 49 CFR 27.3(a)). Title II of the ADA applies to public entities regardless of whether they receive Federal financial assistance (*See* 28 CFR 35.102(a)). The ADA requires that no qualified individual with a disability shall, because a public entity’s facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity (*See* 28 CFR 35.149). A public entity’s pedestrian facilities are considered a “service, program, or activity” of the public entity. As a result, public entities and recipients of Federal financial assistance are required to ensure the accessibility of pedestrian facilities in the public right-of-way, such as curb ramps, sidewalks, crosswalks, pedestrian signals, and transit stops in accordance with applicable regulations.

If the project reduces transportation emissions, funds from CRP are available to improve accessibility and to implement recipients’ ADA transition plans and upgrade their facilities to eliminate physical obstacles and provide for accessibility for individuals with disabilities. FHWA will provide oversight to recipients of CRP funds to ensure that each public agency's project planning, design, and construction programs comply with ADA and Section 504 accessibility requirements.

- 6. Equity:** The BIL provides considerable resources to help States and other funding recipients advance projects that consider the unique circumstances affecting community members’ mobility needs and allocate resources consistently with those needs, enabling the transportation network to effectively serve all community members. FHWA will work with States to ensure consideration of using CRP funds for projects and inclusion of project elements that proactively address racial equity, workforce development, economic development, and remove barriers to opportunity, including automobile dependence in both rural and urban communities as a barrier to opportunity or to redress prior inequities and barriers to opportunity.

Federal-aid recipients, including recipients of CRP funds, are responsible for involving the public, including traditionally underserved and underrepresented populations in transportation planning and complying with participation and consultation requirements in 23 CFR 450.210 and 23 CFR 450.316, as applicable. “Underserved populations” include minority and low-income populations but may also include many other demographic categories that face challenges engaging with the transportation process and receiving equitable benefits (See [FHWA's Environmental Justice Reference Guide](#) for additional information). In addition, CRP projects can support the Justice40 Initiative, which establishes a goal that at least 40 percent of the benefits of federal investments in climate and clean energy infrastructure are distributed to disadvantaged communities. (See [OMB's Interim Implementation Guidance for the Justice40 Initiative](#) or its successor for additional information).

To assist with these public engagement efforts, FHWA expects recipients of CRP funds to engage with all impacted communities and community leaders to determine which forms of communication are most effective. Recipients should gain insight on the unique circumstances impacting various disadvantaged and underrepresented groups so that new channels for communication may be developed. And, the recipients should use this information to inform decisions across all aspects of project delivery including planning, project selection, and the design process.

Among other things, recipients of CRP funds are also required to assure equitable treatment of workers and trainees on highway projects through compliance with Equal Employment Opportunity requirements under 23 CFR Part 230, Subpart A, as well as ensuring nondiscrimination in all of their operations on the basis of race, color, or national origin under Title VI of the Civil Rights Act of 1964. Recipients of CRP funds should ensure that they have the capacity and expertise to address Federal civil rights protections that accompany grant awards.

- 7. Climate Change and Sustainability:** The United States is committed to a whole-of-government approach to reducing economy-wide net greenhouse gas pollution by 2030. The BIL provides considerable resources—including new programs and funding—to help States and other funding recipients advance this goal in the transportation sector. In addition, the BIL makes historic investments to improve the resilience of transportation infrastructure, helping States and communities prepare for hazards such as wildfires, floods, storms, and droughts exacerbated by climate change.

FHWA encourages the advancement of projects that address climate change and sustainability. To enable this, FHWA encourages recipients to consider climate change and sustainability throughout the planning and project development process, including the extent to which projects under CRP align with the President’s greenhouse gas reduction, climate resilience, and environmental justice commitments. In particular, consistent with the statute and guidance below, recipients should fund projects that reduce carbon dioxide emissions. FHWA encourages recipients to fund projects that support fiscally responsible land use and transportation efficient design, or incorporate electrification or zero emission vehicle infrastructure. In addition, FHWA encourages

recipients to consider projects under CRP that support climate change resilience, including consideration of the risks associated with wildfires, drought, extreme heat, and flooding, in line with guidance for projects in floodplains. FHWA also encourages recipients to consider projects under CRP that address environmental justice concerns.

- 8. Labor and Workforce:** Highway programs, including CRP, may provide opportunities to support the creation of good-paying jobs, including jobs with the free and fair choice to join a union, and the incorporation of strong labor standards, such as the use of project labor agreements; employer neutrality with respect to union organizing; the use of an appropriately trained workforce (in particular registered apprenticeships and other joint labor-management training programs); and the use of an appropriately credentialed workforce in project planning stages and program delivery.

Recipients should work with FHWA, to the extent possible, to identify opportunities for Federal-aid highway investments to advance high-quality job creation through the use of local or other geographic or economic hire provisions authorized under section 25019 in the BIL, and Indian employment preference for projects that are located on or near Tribal reservations authorized under 23 U.S.C. 140(d), or other workforce strategies targeted at expanding workforce training opportunities for people to get the skills they need to compete for these jobs, especially underrepresented populations: women, people of color, and groups with other systemic barriers to employment (people with disabilities, formerly incarcerated, etc.).

- 9. Truck Parking:** Truck parking shortages are a national concern affecting the efficiency of U.S. supply chains and safety for truck drivers and other roadway users. Jason's Law, which was passed in 2012, established a national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS).

Many Federal-aid highway funding programs have eligibility for truck parking projects, including the CRP. CRP funds may be obligated for a project on an eligible facility that reduces transportation emissions. FHWA anticipates that such projects may support progress toward the achievement of national performance goals for improving infrastructure condition, safety, congestion reduction, system reliability, or freight movement on the NHS. Advanced truck stop electrification systems are eligible under 23 U.S.C. 175(c)(1)(A) and projects that reduce transportation emissions at port facilities are eligible under 23 U.S.C. 175(c)(1)(M).

States should consider working with private sector truck stop operators and the trucking community in the siting and development of specific truck parking projects. States also are encouraged to offer opportunities for input from commercial motor vehicle drivers and truck stop operators through their State Freight Advisory Committees established under 49 U.S.C. 70201.

D. GOVERNING AUTHORITIES

- 1.** Section 11101 of the BIL authorizes contract authority for the CRP.

2. Section 11104 of the BIL updates apportionment instructions in 23 U.S.C. 104.
3. Section 11403 of the BIL establishes the CRP in 23 U.S.C. 175.

E. FUNDING

1. **Authorization Levels:** Estimated annual CRP funding under the BIL is:

Estimated Annual CRP Funding	
Fiscal Year (FY) 2022	\$1.234 B
FY 2023	\$1.258 B
FY 2024	\$1.283 B
FY 2025	\$1.309 B
FY 2026	\$1.335 B

The BIL sets each State’s initial share of Federal-aid highway program apportioned (formula) funds annually based on the share of formula funds each State received in fiscal year 2021. The methodology for calculating the apportionments for FY 2022 under 23 U.S.C. 175 is discussed in FHWA Notice [N4510.858](#). For FY 2023 through 2026 funds, please revisit [FHWA’s Notice website](#) at the appropriate future time.

The Fiscal Management Information System Program Codes for these CRP funds are as follows:

Program Code	Program Description	Title 23 Reference
Y600	Carbon Reduction Program (CRP) Flexible	Section 175(e)(1)(B); Section 104(b)(7)
Y601	CRP – Urbanized Areas with Population Over 200K	Section 175(e)(1)(A)(i)
Y606	CRP – Urbanized Areas with Population 50K to 200K	Section 175(e)(1)(A)(ii)
Y607	CRP – Urban Areas with Population 5K to 49,999	Section 175(e)(1)(A)(iii)
Y608	CRP – Areas with Population less than 5K	Section 175(e)(1)(A)(iv)

For urbanized areas with population over 200K and urbanized areas with population 50K to 200K, the CRP funding in FMIS will be provided at the individual urbanized area level.²

² For example see [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 18 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#) and [FHWA Notice N 4510.864 Fiscal Year \(FY\) 2022 Supplementary Tables – Table 19 - Apportionments Pursuant to the Infrastructure Investment and Jobs Act](#).

2. **Period of Availability:** CRP funds are contract authority. CRP obligations are reimbursed from the Highway Account of the Highway Trust Fund. CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (*See* 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years.
3. **Obligation Limitation:** CRP funds are subject to the annual obligation limitation imposed on the Federal-aid highway program.

In general, a State that is required under 23 U.S.C. 175(e) to obligate CRP funds in an urbanized area with an urbanized area population of 50,000 or more shall make available during the period of fiscal years 2022 through 2026 an amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs for use in the area that is equal to the amount obtained by multiplying:

- a. the aggregate amount of funds that the State is required to obligate in the area under this subsection during the period; and
- b. the ratio that—
 - i. the aggregate amount of obligation authority distributed to the State for Federal-aid highways and highway safety construction programs during the period; bears to
 - ii. the total of the sums apportioned to the State for Federal-aid highways and highway safety construction programs (excluding sums not subject to an obligation limitation) during the period. (*See* 23 U.S.C. 175(e)(6)(A))

Each State, each affected Metropolitan Transportation Planning Organization (MPO), and the Secretary shall jointly ensure compliance with 23 U.S.C. 175(e)(6)(A). (*See* 23 U.S.C. 175(e)(6)(B))

4. **Federal share:** The Federal share for CRP-funded projects is governed by 23 U.S.C. 120, as amended by the BIL. It is generally 80 percent (*See* 23 U.S.C. 120(b)).
5. **Combining CRP Funds with Other Eligible USDOT funding:** CRP funds can be spread further by combining them with other eligible USDOT funding for projects that support the reduction of transportation emissions, if the eligibility requirements and applicable Federal share are met for each program.
6. **Deobligations of Other Title 23 Obligated Funds:** Project Agreements should not be modified to replace one Federal fund category with another unless specifically authorized by statute (*See* 23 CFR 630.110(a)).
7. **Suballocation Within a State** (*See* 23 U.S.C. 175(e))
Specified Areas
For each fiscal year, 65 percent of funds apportioned to the State for the CRP shall be obligated, in proportion to their relative shares of the population in the State:

- In urbanized areas of the State with an urbanized area population of more than 200,000 (these funds may be obligated in the metropolitan area established under 23 U.S.C.134 that encompasses the urbanized area.);
- In urbanized areas of the State with an urbanized population of not less than 50,000 and not more than 200,000;
- In urban areas of the State with a population of not less than 5,000 and not more than 49,999; and
- In other areas of the State with a population of less than 5,000.

The State may obligate these funds suballocated for specified areas based on other factors if the State and relevant MPOs jointly apply to the Secretary for permission to base the obligation on other factors, and the request is approved by the Secretary.

Any Area of State

The remaining 35 percent of funds apportioned to a State for the CRP each fiscal year may be obligated in any area of the State.

F. CARBON REDUCTION STRATEGIES

1. **General:** By November 15, 2023, States are required to develop a Carbon Reduction Strategy in consultation with any MPO designated within the State (23 U.S.C. 175(d)(1)). The State Carbon Reduction Strategy shall support efforts to reduce transportation emissions and identify projects and strategies to reduce these emissions. The Carbon Reduction Strategy must be updated at least once every four years (23 U.S.C. 175(d)(3) and (4)). States and MPOs are encouraged to obligate CRP funding for projects that support implementation of the State’s Carbon Reduction Strategy.
2. **Development:** States, in coordination with MPOs, are encouraged to develop their Carbon Reduction Strategies as an integral part of their transportation planning processes, such as by integrating them into the State’s Long-Range Statewide Transportation Plan (LRSTP), the MPO’s Metropolitan Transportation Plan (MTP), or by developing a separate document which is incorporated by reference into the LRSTP and MTP.

States may request technical assistance from FHWA for the development of their Carbon Reduction Strategy (*See* 23 U.S.C. 175(d)(5)).

Development of a Carbon Reduction Strategy is an allowable use of CRP funds (see Eligibilities below).

3. **Contents:** Each Carbon Reduction Strategy shall (*See* 23 U.S.C. 175(d)(2)):
 - A. support efforts to reduce transportation emissions;
 - B. identify projects and strategies to reduce transportation emissions, which may include projects and strategies for safe, reliable, and cost-effective options—
 - i. to reduce traffic congestion by facilitating the use of alternatives to single-occupant vehicle trips, including public transportation facilities, pedestrian facilities, bicycle facilities, and shared or pooled vehicle trips within the State

- or an area served by the applicable MPO, if any;
 - ii. to facilitate the use of vehicles or modes of travel that result in lower transportation emissions per person-mile traveled as compared to existing vehicles and modes; and
 - iii. to facilitate approaches to the construction of transportation assets that result in lower transportation emissions as compared to existing approaches;
 - C. support the reduction of transportation emissions of the State;
 - D. at the discretion of the State, quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State; and
 - E. be appropriate to the population density and context of the State, including any metropolitan planning organization designated within the State.
- 4. Review:** Not later than 90 days after the State submits a request for the approval of a Carbon Reduction Strategy, the Secretary will review the process used to develop the Carbon Reduction Strategy and either certify that the Carbon Reduction Strategy meets the requirements of 23 U.S.C. 175(d)(2) or deny certification and specify the actions necessary for the State to take to correct the deficiencies in the State’s process for developing the Carbon Reduction Strategy (23 U.S.C. 175(d)(4)).

G. ELIGIBILITIES AND COORDINATION REQUIREMENTS

- 1. General:** CRP funding may be used on a wide range of projects that support the reduction of transportation emissions. Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). (23 U.S.C. 134 and 23 U.S.C. 135)

Projects are subject to requirements under the National Environmental Policy Act (42 U.S.C. 4321 *et seq.*), the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (42 U.S.C. 4601 *et seq.*), and other applicable Federal laws. Projects funded with CRP funds are required to be treated as projects on Federal-aid highways (23 U.S.C. 175(g)).

2. Program Evaluation

States are encouraged to incorporate program evaluation including associated data collection activities from the outset of their program design and implementation to meaningfully document and measure their progress towards meeting an agency priority goal(s). Title I of the Foundations for Evidence-Based Policymaking Act of 2018 (Evidence Act), Pub. L. No. 115-435 (2019) urges federal awarding agencies to use program evaluation as a critical tool to learn, to improve equitable delivery, and to elevate program service and delivery across the program lifecycle. Evaluation means “an assessment using systematic data collection and analysis of one or more programs, policies, and organizations intended to assess their effectiveness and efficiency.” Evidence Act § 101 (codified at 5 U.S.C. § 311). Credible program evaluation activities are implemented with relevance and utility, rigor,

independence and objectivity, transparency, and ethics (OMB Circular A-11, Part 6 Section 290).

Evaluation costs are allowable costs unless prohibited by statute or regulation, and such costs may include the personnel and equipment needed for data infrastructure and expertise in data analysis, performance, and evaluation. (2 CFR Part 200).

- 3. Eligible Activities:** Subject to the general eligibility requirements described in Section E.1 of this memorandum, the following activities are listed as eligible under 23 U.S.C. 175(c):
- A. a project described in 23 U.S.C. 149(b)(4) to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
 - B. a public transportation project eligible for assistance under 23 U.S.C. 142 (this includes eligible capital projects for the construction of a bus rapid transit corridor or dedicated bus lanes as provided for in BIL Section 11130 (23 U.S.C. 142(a)(3));
 - C. a [transportation alternatives project](#) as described in 23 U.S.C. 101(a)(29) as in effect prior to the enactment of the FAST Act,³ including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
 - D. a project described in section 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies;
 - E. a project for the deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment, including retrofitting dedicated short-range communications (DSRC) technology deployed as part of an existing pilot program to cellular vehicle-to-everything (C-V2X) technology;
 - F. a project to replace street lighting and traffic control devices with energy-efficient alternatives;
 - G. development of a carbon reduction strategy (as described in the Carbon Reduction Strategies section above);
 - H. a project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs;
 - I. efforts to reduce the environmental and community impacts of freight movement;
 - J. a project to support deployment of alternative fuel vehicles, including—
 - (i.) the acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure; and
 - (ii.) the purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities;
 - K. a project described under 23 U.S.C. 149(b)(8) for a diesel engine retrofit;
 - L. certain types of projects to improve traffic flow that are eligible under the CMAQ

³ See [Transportation Alternatives Set-Aside Implementation Guidance as Revised by the Infrastructure Investment and Jobs Act](#)

- program, and that do not involve construction of new capacity; (23 U.S.C. 149(b)(5) and 175(c)(1)(L)); and
- M. a project that reduces transportation emissions at port facilities, including through the advancement of port electrification.

Other projects that are not listed above may be eligible for CRP funds if they can demonstrate reductions in transportation emissions over the project's lifecycle. Consistent with the CRP's goal of reducing transportation emissions, projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle. For example, the following project types may be eligible for CRP funding:

Sustainable pavements and construction materials

Sustainable pavements technologies that reduce embodied carbon during the manufacture and/or construction of highway projects could be eligible for CRP if a lifecycle assessment (LCA) demonstrates substantial reductions in CO₂ compared to the implementing Agency's typical pavement-related practices. The [LCA Pave Tool](#) can be used to assess the CO₂ impacts of pavement material and design decisions.

Climate Uses of Highway Right-of-Way

Projects including alternative uses of highway right-of-way (ROW) that reduce transportation emissions are also eligible. For example, renewable energy generation facilities, such as solar arrays and wind turbines, can reduce transportation emissions. And, biologic carbon sequestration practices along highway ROW to capture and store CO₂ may demonstrate potential for substantial long-term transportation emissions reductions. [State DOTs Leveraging Alternative Uses of the Highway Right-of-Way Guidance](#) provides information on these practices.

Mode Shift

Projects that maximize the existing right-of-way for accommodation of nonmotorized modes and transit options that increase safety, equity, accessibility, and connectivity may be eligible. Projects that separate motor vehicles from pedestrians and bicyclists, match vehicle speeds to the built environment, increase visibility (e.g., lighting), and advance implementation of a Safe System approach and improve safety for vulnerable road users may also be eligible. Micromobility and electric bike projects, including charging infrastructure, may also be eligible.

States should work with the FHWA on eligibility questions for specific projects. The [CMAQ Emissions Calculator Toolkit](#) is an available resource for estimating the CO₂ emissions benefits of certain projects.

4. Flexibility on Use of Funds and Certification of Emissions Reduction

In addition to the above eligibilities, a State may use funds apportioned under CRP for any project eligible under the Surface Transportation Block Grant program (23 U.S.C 133(b)) if the Secretary certifies that the State has demonstrated a reduction in

transportation emissions (1) as estimated on a per capita basis, and (2) as estimated on a per unit of economic output basis. In the first year of this program, States should initially focus on developing their Carbon Reduction Strategies and using CRP funding to begin implementing their Carbon Reduction Strategies once adopted to establish a baseline; for this reason, the Secretary will not certify flexibility for the CRP until at least FY 2023. FHWA will publish additional guidance on the process under which the Secretary will certify state transportation emissions reductions. Section C.4 of this memo discusses the separate flexibility on transferability between FHWA programs.

5. Consultation and Coordination

Coordination in Urbanized Areas

Before obligating funds for eligible projects in an urbanized area that is not a transportation management area, a State must coordinate with any MPO that represents the urbanized area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(4)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

Consultation in Rural Areas

Before obligating funds for an eligible project in a rural area, a State must consult with any regional transportation planning organization or MPO that represents the rural area prior to determining which activities should be carried out under the project (23 U.S.C. 175(e)(5)). The State and MPO must also use their documented public involvement processes, including their process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services (23 U.S.C. 450.210(a)(1)(viii) and 450.316(a)(1)(vii)).

H. DAVIS-BACON ACT REQUIREMENTS

As provided at 23 U.S.C 175(g), all projects funded with CRP funding shall be treated as located on a Federal-aid highway. Accordingly, 23 U.S.C 113 applies, and Davis-Bacon wage rates must be paid. In general, Davis-Bacon requires that all laborers and mechanics employed by the applicant, subrecipients, contractors or subcontractors in the performance of construction, alteration, or repair work on an award or project in excess of \$2000 funded directly by or assisted in whole or in part by funds made available under CRP shall be paid wages at rates not less than those prevailing on similar projects in the locality, as determined by the Secretary of Labor in accordance with subchapter IV of chapter 31 of title 40, United States Code commonly referred to as the “Davis-Bacon Act” (DBA).

For additional guidance on how to comply with DBA provisions and clauses, see <https://www.dol.gov/agencies/whd/government-contracts/construction> and

<https://www.dol.gov/agencies/whd/government-contracts/protections-for-workers-in-construction>. See also <https://www.fhwa.dot.gov/construction/cqit/dbacon.cfm>.



Carbon Reduction Program

TxDOT – MPOs coordination meeting

February 17, 2023



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As part of the Carbon Reduction Program, the State, in consultation with MPOs, is required to develop a **Carbon Reduction Strategy** that aims to:

Reduce traffic congestion by facilitating use of alternatives to SOV trips

Facilitate the use of vehicles/modes of travel that result in lower transportation emissions

Facilitate the construction of transportation assets that result in lower transportation emissions

Quantify the total carbon emissions from the production, transport, and use of materials used in the construction of transportation facilities within the State

The Carbon Reduction Strategy is not binding, and the money will flow before it is completed and regardless of whether it achieves its objectives



Carbon Reduction Strategy – Development Schedule



Additional MPO coordination and consultation will be scheduled, as required and needed, to discuss allocation of State portion of CRP funds.



The Carbon Reduction Program (CRP) is a Federal Infrastructure Investment and Jobs Act (IIJA) program administered by the Federal Highway Administration (FHWA)

Goal

Provide funding for projects designed to reduce carbon dioxide emissions from on-road highway sources

Formula Funding

\$6.4 billion total (U.S. wide) from FY2022 to 2026

Strategy

States are required to develop a **Carbon Reduction Strategy** by Nov 15, 2023, in consultation with MPOs. Must be updated every 4 years.

Texas will receive ~\$641M for FY 22-26 in Federal Apportionment

65%

\$416.65M
urban areas
based on
population

\$224.35M
for any
location
statewide

35%

There is a 20% STATE MATCH



MPOs

Have the authority to allocate corresponding Federal apportionments, including the State match (Fed 80% - State 20%)

STIP

Projects must be listed individually in the STIP

TxDOT

Will manage part of the 65% allocated to smaller populations (less than 5,000 and 5,000 to 50,000 people)

** A percentage of the eligible Carbon Reduction Program funds have been transferred to other federal eligible programs **

CRP funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized (See 23 U.S.C. 118(b)). Thus, CRP funds are available for obligation for up to 4 years.

Any amounts so apportioned or allocated that remain unobligated at the end of that period shall lapse.

FY 22 apportionments are available for obligation until September 30, 2025

<https://www.fhwa.dot.gov/legregs/directives/notices/n4510858/>





Activities or projects that are eligible for CRP funds include those that



Reduce environmental and community impacts of freight movement,
(e.g., truck parking, including ITS)



Support congestion pricing and **traffic and congestion management technologies**



Shift transportation demand



Enhance **Vehicle to Infrastructure** connecting technology



Reduce demand for roads
(e.g., non-SOV strategies)



Development of a **Carbon Reduction Strategy**

It is encouraged to allocate funds on projects currently in the UTP or STIP and swap the funding category



Activities or projects that are eligible for CRP funds include those that



Alternative fuel vehicle deployment
(e.g., EVs)



Reduce emissions at Port facilities
(e.g., supporting docked ships)



Transportation alternative (e.g., bicycle and pedestrian facilities)



Diesel engine retrofit projects



CMAQ type *except for added capacity*



Public transportation

It is encouraged to allocate funds on projects currently in the UTP or STIP an swap the funding category



Approach for managing UTP – Category 10: Carbon Reduction [non-MPO/non-TMA]



Reduce environmental and community impacts of freight movement (truck parking)

1

Identify truck parking projects in the current UTP in coordination with TxDOT Divisions and Districts

2

Draft complete list of eligible projects and include descriptions to prove compliance

3

Coordinate with MPOs on projects selected by TxDOT to use CRP funds

4

Coordinate with FHWA on TxDOT's intent to use State CRP funds

5

Work with Finance to assign funds on eligible projects and use Cat 10 Carbon funds

 Applies only to CRP funds managed by TxDOT-TPP 

UTP Category 10: Carbon Reduction (80% - 20%)



Category 10: Carbon Reduction											
District / MPO / Division	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	TOTAL
ABL - Abilene MPO	\$ 1,345,541	\$ 466,574	\$ 475,906	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 457,604	\$ 5,491,250
AMA - Amarillo MPO	\$ 2,396,306	\$ 830,932	\$ 847,552	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 814,958	\$ 9,779,492
ATL - Texarkana MPO	\$ 634,744	\$ 220,101	\$ 224,503	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 215,870	\$ 2,590,437
AUS - CAMPO MPO	\$ 17,245,527	\$ 5,979,980	\$ 6,099,587	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 5,865,017	\$ 70,380,213
BMT - SETRPC MPO	\$ 3,668,731	\$ 1,272,152	\$ 1,297,597	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 1,247,696	\$ 14,972,351
BRY - Bryan-College Station MPO	\$ 2,087,936	\$ 724,003	\$ 738,484	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 710,085	\$ 8,521,016
CRP - Corpus Christi MPO	\$ 3,900,223	\$ 1,352,423	\$ 1,379,474	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 1,326,424	\$ 15,917,085
DAL/FTW/PAR - NCTCOG MPO	\$ 68,947,099	\$ 23,907,780	\$ 24,385,966	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 23,448,163	\$ 281,377,987
ELP - El Paso MPO	\$ 9,411,814	\$ 3,263,598	\$ 3,328,874	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 3,200,856	\$ 38,410,280
HOU/BMT - HGAC MPO	\$ 65,381,443	\$ 22,671,369	\$ 23,124,826	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 22,235,522	\$ 266,826,291
LBB - Lubbock MPO	\$ 2,892,316	\$ 1,002,926	\$ 1,022,986	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 983,645	\$ 11,803,744
LRD - Laredo Webb County Area MPO	\$ 2,872,502	\$ 996,056	\$ 1,015,978	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 976,907	\$ 11,722,883
ODA - Permian Basin MPO	\$ 2,975,862	\$ 1,031,896	\$ 1,052,535	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 1,012,058	\$ 12,144,701
PAR - Sherman-Denison MPO	\$ 754,288	\$ 261,553	\$ 266,785	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 256,525	\$ 3,078,301
PHR - Rio Grande Valley MPO	\$ 13,185,672	\$ 4,572,203	\$ 4,663,653	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 4,484,304	\$ 53,811,658
SAT - AAMPO	\$ 21,424,782	\$ 7,429,159	\$ 7,577,752	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 7,286,337	\$ 87,436,516
SJT - San Angelo MPO	\$ 1,133,061	\$ 392,895	\$ 400,753	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 385,342	\$ 4,624,102
TYL - Longview MPO	\$ 1,204,958	\$ 417,826	\$ 426,183	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 409,793	\$ 4,917,519
TYL - Tyler MPO	\$ 1,587,133	\$ 550,347	\$ 561,355	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 539,767	\$ 6,477,203
WAC - Killeen-Temple MPO	\$ 3,753,395	\$ 1,301,510	\$ 1,327,542	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 1,276,489	\$ 15,317,869
WAC - Waco MPO	\$ 2,100,523	\$ 728,368	\$ 742,936	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 714,365	\$ 8,572,383
WFS - Wichita Falls MPO	\$ 1,211,698	\$ 420,163	\$ 428,567	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 412,085	\$ 4,945,024
YKM - Victoria MPO	\$ 776,014	\$ 269,087	\$ 274,469	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 263,914	\$ 3,166,969
Carbon Reduction Program - Non-TMA5/MPOs	\$ 75,521,306	\$ 26,187,422	\$ 26,711,204	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 25,683,980	\$ 308,207,791
TOTAL	\$ 306,412,874	\$ 106,250,323	\$ 108,375,464	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 104,207,706	\$ 1,250,492,601

Notes:

- Carbon Reduction funding is allocated to urbanized area populations over 200,000 (known as Transportation Management Areas), area populations 50,000 to 200,000 (known as Metropolitan Planning Organizations), and small area populations under 50,000. Some eligible projects include traffic management, congestion reduction technology, truck parking, energy efficient streetlights, traffic controls and options to reduce congestion through the use of alternatives to single-occupant vehicle trips, including public transportation, pedestrian and bicycle facilities, and shared/pooled vehicle trips.

- These amounts do not include carryover balances or other adjustments made through cashflow, lettings, and program accelerations. To view the program adjustments, please go to <https://www.txdot.gov/business/road-bridge-maintenance/contract-letting/project-letting-dashboards.html> and find the reports under Category Analysis Dashboard.



**FHWA
Fact
Sheet**

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

FACT SHEETS

Carbon Reduction Program (CRP)

Fiscal year (FY)	FAST Act (extension)			Bipartisan Infrastructure Law (BIL)		
	2021	2022	2023	2024	2025	2026
Contract authority	—	\$1,234 B*	\$1,258 B*	\$1,263 B*	\$1,350 B*	\$1,335 B*

*Calculated (sum of estimated individual State Carbon Reduction Program apportionments)

Note: Except as indicated, all references in this document are to the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act, Pub. L. 117-58 (Nov. 15, 2021).

Program Purpose

The BIL establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources.

Statutory Citations

- § 11403.23 U.S.C. 175

Funding Features

Type of Budget Authority

- Contract authority from the Highway Account of the Highway Trust Fund, subject to the overall Federal-aid obligation limitation.

Apportionment of Funds

- As under the FAST Act, the BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.
- Each State's CRP apportionment is calculated based on a percentage specified in law. (23 U.S.C. 10405(f)(7)) (See "Apportionment" fact sheet for a description of the calculation.)

Transferability to Other Federal-aid Apportioned Programs

- A State may transfer up to 50% of CRP funds made available each fiscal year to any other apportionment of the State, including the National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement (CMAQ) Program, National Highway Freight Program, and (NEW) Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program. Conversely, subject to certain limitations, a State may transfer up to 50% of funds made available each fiscal year from each other apportionment of the State to CRP. (23 U.S.C. 120(a)) (See other program-specific fact sheets for additional details.)

Suballocation

- 5% of a State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population. (§ 11403.23 U.S.C. 175(a)(1)(A)) Funds attributed to an urbanized area may be obligated in the metropolitan area established under 23 U.S.C. 134 that encompassed the urbanized area (23 U.S.C. 175(a)(2)).
 - Urbanized areas with an urbanized area population greater than 200,000. This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. (§ 11403.23 U.S.C. 175(a)(1)(A)(i) and (A)(2))
 - Urbanized areas with an urbanized area population of at least 50,000 but no more than 200,000. This portion is to be divided among those areas based on their relative share of population, unless the Secretary approves a joint request from the State and relevant MPO(s) to use other factors. (§ 11403.23 U.S.C. 175(a)(1)(A)(i) and (A)(2))
 - Urban areas with population at least 5,000 and no more than 49,999. (§ 11403.23 U.S.C. 175(a)(1)(A)(iii))
 - Areas with population of less than 5,000. (§ 11403.23 U.S.C. 175(a)(1)(A)(iv))
- The remaining 35% of the State's CRP apportionment be obligated in any area of the State. (§ 11403.23 U.S.C. 175(a)(1)(B))

**FHWA
Guidance**

https://www.fhwa.dot.gov/environment/sustainability/energy/policy/crp_guidance.pdf

Carbon Reduction Program Implementation Guidance
(April 21, 2022)

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Comments or Questions



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**BYLAWS AND OPERATING PROCEDURES
LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION**

MISSION STATEMENT

To set transportation related policy, identify existing and future local transportation needs in cooperation with TxDOT, and propose and recommend projects for all modes of transportation including mass transit and active transportation, with special attention to freight

**ARTICLE I
DEFINITIONS, PURPOSE AND AUTHORITY**

Section 1.1 Definitions

- **Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO)** – is the organization, formerly known as the Laredo Urban Transportation Study, designated by the Governor of the State of Texas, to serve as the Metropolitan Planning Organization for the Laredo Urbanized Area. It shall be hereinafter referred to as the “MPO.”
- **Metropolitan Planning Area-** The geographic area for which the MPO is responsible and in which the metropolitan transportation planning process must be carried out pursuant to Title 23 USC Section 134 and Title 49 USC Section 5303.
- **Metropolitan Planning Organization (MPO)** - The forum for cooperative transportation decision-making, as designated by the Governor, and units of general-purpose local government representing 75 percent of the affected metropolitan population. The MPO is responsible for identifying local transportation needs, in cooperation with the Texas Department of Transportation (TxDOT), following a "Continuing, Comprehensive, and Cooperative" transportation planning process pursuant to 23 USC 134. The MPO is also responsible for proposing and recommending projects for all modes of urban transportation to those governmental units that are responsible for program development and project implementation.
- **Metropolitan Planning Organization Policy Committee (Policy Committee)** - The policy body, established pursuant to 23 USC 134, with the responsibility for establishing overall transportation for, and 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. The Policy Committee shall have decision-making authority over issues such as the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP).
- **Metropolitan Planning Organization Technical Review Committee (Technical Committee)** - The body of the MPO responsible for professional and technical review of work programs, policy recommendations and transportation planning activities. The Technical Committee shall review issues for accuracy and advise the Policy Committee on recommended actions. The Technical Committee is composed of representatives of the City

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LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION

of Laredo, the County of Webb, the Texas Department of Transportation and private sector representatives.

- **Metropolitan Planning Organization Active Transportation Committee** – the body of the MPO responsible for improving and promoting active modes of mobility in the MPO study area by monitoring the implementation of the Laredo Webb County Active Transportation Plan, and providing recommendations on MPO active transportation related activities.
- **Fiscal Agent for the Metropolitan Planning Organization (Fiscal Agent)** – The governmental entity or agency designated by written agreement between the MPO Policy Committee and the governmental entity or agency providing fiscal administrative services and other services (which may include personnel and staff support) to the MPO Policy Committee and the Staff of the MPO.
- **Laredo Metropolitan Transportation Plan (MTP)** - The MTP is an official, comprehensive, intermodal transportation plan developed and adopted for the Laredo Metropolitan Area through the transportation planning process. The MTP identifies the existing and future transportation needs and develops coordinated strategies to provide the necessary transportation facilities essential for the continued mobility and economic vitality of Laredo. These coordinated transportation strategies include roadway development and operations, truck and rail freight movement, transit operations, bikeways and pedestrian facilities. The development of the MTP is required under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to assure the continuation of federal transportation funds. The plan shall address a continuous twenty-year planning horizon.
- **Transportation Improvement Program (TIP)** - A staged, multiyear, intermodal program, of transportation projects which is consistent with the metropolitan transportation plan and which is also financially constrained.
- **Unified Planning Work Program (UPWP)** - Shall mean the program of work that includes goals, objectives and/or tasks required by each of the several agencies involved in the metropolitan transportation planning process. The UPWP shall describe metropolitan transportation and transportation-related planning activities anticipated in the area during the next one-year period and reflect transportation planning work to be funded by federal, state or local transportation or transportation-related planning funds.

Section 1.2 Purpose

The MPO is the designated organization responsible for identifying local transportation needs in cooperation with the Texas Department of Transportation (TxDOT). The MPO is also the entity responsible for proposing and recommending projects for all modes of urban transportation to those governmental units that are responsible for program development and project implementation.

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Section 1.3 Authority

The MPO shall have the following authority pursuant to 23 CFR Part 450:

- (a) To develop and establish policies, procedures, plans and programs for the metropolitan area.
- (b) To certify such actions as may be necessary to comply with state and federal regulations.
- (c) To establish such rules of procedure and approve such actions as it deems necessary to fulfill its purposes.
- (d) To ensure those requirements of 23 USC 134 and 135 and 49 USC, Chapter 53, 5301, et seq. are carried out.
- (e) To use federal transportation planning funds, as well as in-kind matching funds as authorized by the Texas Transportation Commission, to develop and maintain a comprehensive regional transportation planning program in conformity with requirements of 23 USC 135 and 49 USC 5303.
- (f) To adopt a Metropolitan Transportation Plan (MTP) for the metropolitan planning area that will complement the Statewide Transportation Plan required by state and federal laws, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.
- (g) To establish one or more advisory committees to assist in the transportation planning process and/or assist in promoting the implementation of approved plans. The Policy Committee may create ad-hoc committees or other technical subcommittees.

**ARTICLE II
MEMBERSHIP, TERMS AND ADMINISTRATION**

Section 2.1 Membership and Qualifications

- (a) The MPO shall be comprised of a Policy Committee and a Technical Committee. The Policy Committee shall include the following members:

City of Laredo:	Mayor (Chairperson)
	Two City Councilmembers, as appointed by the Mayor in his/her sole discretion.

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Laredo Mass Transit Board One Laredo Mass Transit Board member as appointed by the Board's presiding officer/Mayor in his/her sole discretion.

County of Webb: County Judge (Vice-Chairperson)
Two County Commissioners as appointed by the Webb County Judge in his/her sole discretion.

State of Texas: TxDOT District Engineer

Member at Large Member to be appointed by the Policy Committee

*** EX-OFFICIO ***

State of Texas: State Senator(s)
State Representative(s)

- (b) Members shall serve until a replacement is qualified pursuant to section 2.1 Subsection (e).
- (c) The Mayor of the City of Laredo shall appoint the two City Councilmembers that represent the City of Laredo.
- (d) Laredo Mass Transit Board's presiding officer/Mayor shall appoint one member to represent the Laredo Mass Transit Board.
- (e) The County Judge of the County of Webb shall appoint the two County Commissioners that represent the County of Webb.
- (f) Appointments to the Policy Committee shall be for a period of two years. A member may be reappointed with no limitation to number of terms, except that such term will not continue in the event an officer becomes ineligible for membership on the Policy Committee.

Section 2.2 Meetings, Quorum and Voting

- (a) The Policy Committee shall meet at least twice per year or as often as necessary to fulfill its purposes.
- (b) Quorum shall consist of four (4) members of the voting membership.
- (c) The use of proxies by the voting members of the Policy Committee is prohibited.
- (d) The official actions of the Policy Committee shall be by affirmative action of the majority of the voting membership present and voting at public meetings. All meetings are to be held as

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LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION

open meetings as defined in Chapter 551, Texas Government Code (Texas Open Meetings Act), and the Transportation Planning Director of the MPO shall insure that the written notice of the meeting is posted at City of Laredo City Hall and Webb County Commissioners Court Building at least 72 hours prior to the meeting. Additionally, the notice may be posted at TxDOT Laredo District Office, and on the City of Laredo and Webb County website. The Transportation Planning Director shall insure that at least two copies of the agenda and such supporting documentation as is available to the Policy Committee are made available for public inspection in the MPO offices at the same time they are made available to the Policy Committee members.

- (e) All official actions of the Policy Committee shall be duly recorded in the minutes of the meeting.
- (f) The Mayor of the City of Laredo shall serve as Chairperson of the Policy Committee. The responsibilities of the Chairperson shall include, but are not limited to the following:
 - 1. Preside at all meeting of the Policy Committee.
 - 2. Authenticate, by signature, all resolutions adopted by the Policy Committee.
 - 3. Serve as chief policy advocate for the Policy Committee.
 - 4. Represent the committee at hearings, conferences, and other events as required or designate another member of the Committee or the Chairperson of the Technical Committee to represent the Chairperson.
- (g) The County Judge of the County of Webb shall serve as Vice Chairperson of the Policy Committee. During the absence of the Chairperson, the Vice Chairperson shall preside over meetings and shall exercise all the duties of the Chairperson.
- (h) In the absence of the Chairperson and Vice Chairperson from a Policy Committee meeting at which a quorum is present, the remaining members present shall elect a presiding officer who shall serve until the conclusion of that meeting or until the arrival of the Chairperson or Vice Chairperson.

Section 2.3 Administration

- (a) The MPO shall be led by a full-time MPO Transportation Planning Director. The responsibilities of the Director shall include, but are not limited to the following:
 - 1. All staff support for the Policy Committee, oversight and coordination of MPO administration and transportation planning activities, grant administration, maintaining records and providing notice of meetings as required by the Public Participation Process.
 - 2. Shall act as Chairperson of the Technical Committee with responsibility for drafting findings and recommendations of the Technical Committee for review by the Policy Committee.

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3. Shall be responsible for all plans and reports prepared by and for the review and consideration of the Policy Committee and for submitting the recommended policies, procedures and programs of the Technical Committee to the Policy Committee.
4. Supervise the MPO staff.
5. Serve as a liaison to the Texas Department of Transportation's planning program through the department's district office and the department's Transportation Planning and Programming Division's representative.
6. In cooperation with the Texas Department of Transportation, collect, maintain, forecast, and report to the department appropriate socioeconomic, roadway, and travel data.
7. Prepare and submit all required plans, reports, programs, data, and certifications.
8. Develop and present to the MPO Policy Committee a Metropolitan Transportation Plan for the metropolitan planning area, a Transportation Improvement Program and a Unified Planning Work Program and such other planning documents and reports that may be required by state or federal laws or regulations.

(b) The Technical Committee shall include the following:

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 Regional Planning Director
The General Manager of the Rural Transit System
Webb County Engineer
3. State Representatives:
TxDOT Planning Representative (Vice-Chairperson)
TxDOT Planning Representative
TxDOT Area Engineer
TxDOT TPP Field Representative

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4. Federal representatives:
FHWA Planning Representative (Austin)

5. Private Sector Representatives:
A representative of the Kansas City Southern Railroad 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 & Traffic Safety 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 Community College

- (c) Each voting member of the Technical Committee may have a designated alternate member to serve on the committee in the member's absence. Appointed alternate members will have the voting rights and privileges of members when serving in the absence of the Technical Committee member.

The responsibilities of the Technical Committee include technical review of work programs, policy recommendations and transportation planning activities.

- (d) The Active Transportation Committee (ATC)

1. The responsibilities of the Active Transportation Committee shall include the following:
 - a. Monitor the implementation of the Laredo and Webb County Active Transportation Plan.
 - b. Recommend active transportation related planning studies to be conducted.
 - c. Provide recommendations to the MPO Policy Committee regarding active transportation planning activities.
 - d. Advise the MPO Policy Committee on active transportation related technical and policy issues.
 - e. Explore and recommend funding options and opportunities for active transportation related projects.
 - f. Promote community outreach efforts such as bicycle and pedestrian safety campaigns and educational programs.

2. Membership

- a. The Active Transportation Committee shall be composed of a broad group of representatives from the regional community.

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- b. Members shall be selected by MPO staff.
- c. The MPO Director shall select the Active Transportation Committee Chair.

Section 2.4 Ethic Policy for MPO Policy Members and Employees

(a) A policy board member or employee of a metropolitan planning organization may not:

- (1) accept or solicit any gift, favor, or service that might reasonably tend to influence the member or employee in the discharge of official duties or that the member or employee knows or should know is being offered with the intent to influence the member's or employee's official conduct; or,
- (2) accept other employment or engage in a business or professional activity that the member or employee might reasonably expect would require or induce the member or employee to disclose confidential information acquired by reason of the official position; or,
- (3) accept other employment or compensation that could reasonably be expected to impair the member's or employee's independence of judgment in the performance of the member's or employee's official duties; or,
- (4) make personal investments that could reasonably be expected to create a substantial conflict between the member's or employee's private interest and the public interest; or,
- (5) intentionally or knowingly solicit, accept, or agree to accept any benefit for having exercised the member's or employee's official powers or performed the member's or employee's official duties in favor of another.

**BYLAWS AND OPERATING PROCEDURES
LAREDO WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION**

**ARTICLE III
AMENDMENTS**

Section 3.1 Bylaw Revisions

The Bylaws may be revised or amended by approval of the Policy Committee at a meeting at which a quorum, as defined herein, is present.

PASSED AND APPROVED, on this the 15th day of Sept. 2021.


Kol: Honorable ~~Pete Saenz~~
Mayor of Laredo and Chairperson of the
LWCAMPO Transportation Planning Committee

We certify that the LWCAMPO By-laws were revised at a public meeting of the Policy Committee of the Laredo Webb County Area Metropolitan Planning Organization.



Juan S. Mendive
Interim MPO Director



David M. Salazar
TxDOT District Engineer



MPO POLICY COMMITTEE MEETING

www.laredompo.org

Meeting Date & Time: April 19, 2023 at 1:30 p.m.

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 March 22, 2023.
- B. Discussion with possible action on the Hachar-Reuthinger Road project.

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

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

MPO POLICY COMMITTEE MEETING AGENDA

VI. DIRECTOR'S COMMENTS

VII. EXECUTIVE SESSION

The Policy Committee reserves the right to adjourn into executive session at any time during the course of this meeting to discuss any posted agenda item when authorized by Texas Government Code Sections 551.071 (Consultation with Attorney), 551.072 (Deliberations about Real Property), 551.074 (Personnel Matters), 551.076 (Deliberations about Security Devices), and/or 551.086 (Economic Development). Following closed session, the open meeting will reconvene at which time action, if any, may be taken.

- A. Request for Executive Session regarding personnel matters pursuant to Texas Government Code Section 551.074 to establish an annual salary amount for the full-time MPO Director, return to open session for possible action, and any other matters incident thereto.

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 72 hours before the meeting date and time. The agenda and meeting information was also posted online at <http://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.

Ayuda o Servicios Auxiliares: 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.

MPO POLICY COMMITTEE MEETING AGENDA

Declaración de Acceso a la Discapacidad: Esta reunión permite el acceso a personas en silla de ruedas. Las rampas de acceso están ubicadas en 1110 Victoria y 900 Flores. Los espacios de estacionamiento para discapacitados se encuentran por la calle Victoria.

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

POLICY COMMITTEE MEMBERSHIP:

City of Laredo Representatives:

Honorable Dr. Victor Treviño, Mayor and LWCAMPO Chairperson
Honorable Ruben Gutierrez, Jr., City Councilmember, District V
Honorable Melissa R. Cigarroa, City Councilmember, District III

County of Webb Representatives:

Honorable Tano E. Tijerina, Webb County Judge and LWCAMPO Vice-Chairperson
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

Jose A. Valdez, Jr.
Laredo City Secretary



MPO Primer



March 2023



LAREDO & WEBB COUNTY
AREA **M**ETROPOLITAN **P**LANNING **O**RGANIZATION

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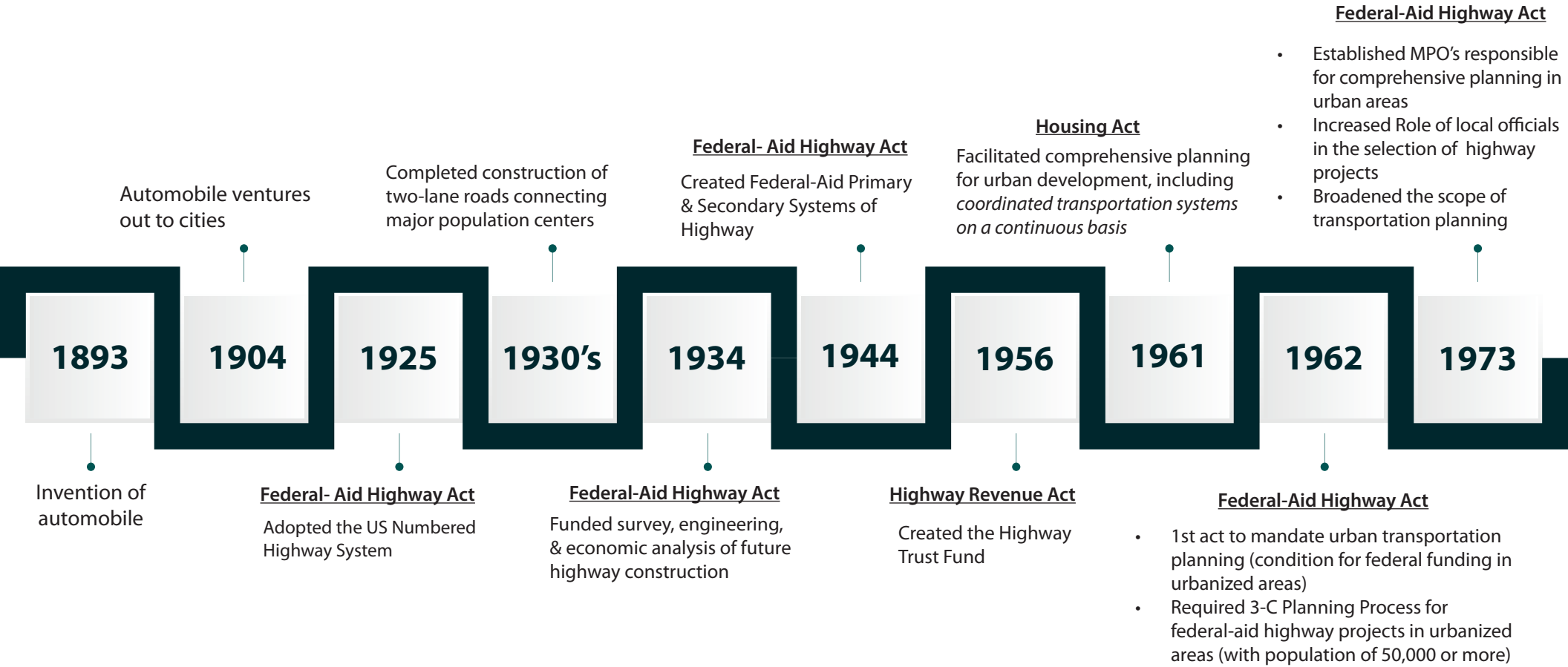


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Evolution of Transportation Planning



PART 1: MPO 101



“Our mission statement is: “to set transportation related policy, identify existing and future local transportation needs in cooperation with TxDOT, and propose and recommend projects for all modes of transportation including mass transit and active transportation, with special attention to freight.”

–Laredo & Webb County Area MPO

INTRODUCTION

The Metropolitan Planning Organization (MPO) Primer provides information about the MPO's role in the transportation planning process. Knowledge of our community's transportation needs is a valuable addition to the planning process as it enables the MPO to plan the region's shared vision for the future. The MPO's function is to ensure local and regional input, and provide decision-making authority to local elected officials on transportation projects.

MPO OVERVIEW

WHAT IS AN MPO?

Metropolitan Planning Organizations (MPOs) serve a critical and federally mandated role in the planning and decision-making process of the transportation system. In 1962, Congress passed the Federal Highway Act, which requires that all urbanized areas with populations of 50,000 or more establish MPOs to ensure that federally funded transportation projects and programs are based on a continuous, cooperative, and comprehensive planning process (3-C planning process).

The establishment of MPOs provides the regional view that enables transportation projects to be planned and delivered at a scale that is specifically tailored to the region. The regional view enables agencies to form connections across jurisdictional boundaries that facilitate cooperation in priority-setting as well as in the decision-making process for all modes of transportation. Transportation planning requires developing strategies for operating, managing, maintaining and financing the transportation system whilst furthering long-range goals. The MPO's role is to plan and program transportation improvements based on the local priorities and needs, as defined by the region's city and county governments. These local priorities and needs are then integrated into a state's Department of Transportation improvement program and directly impact how the state will build and manage the Interstate Highway System and state roads. That is, how well the transportation system performs, i.e. meets regional goals, affects current and long-range public policy concerns at the local, regional, state, and federal levels.

What is the Role of an MPO?

- ◆ MPO is a transportation policy-making and planning body that facilitates the allocation of transportation funds to member jurisdictions.
- ◆ Federal law requires regional transportation planning to reflect the region's shared vision for its future using a comprehensive, cooperative and continuing process (3-C Planning Process).
 - ◆ The MPOs coordinate with appropriate partners (local, regional, state, federal)
- ◆ MPO approval is required for any federally funded transportation project or program:
 - ◆ Included in the Long Range Transportation Plan
 - ◆ Included in the Transportation Improvement Program

How are MPO's Designated?

- ◆ Title 23 CFR 450 mandates Metropolitan Planning Organization (MPOs) to be established in areas with urbanized area population of 50,000 or more.
 - ◆ MPOs are designated by agreement between the governor and local governments that together represent at least 75 percent of the affected population (including the largest incorporated city, based on population) or in accordance with procedures established by applicable state or local law as per 23 U.S.C. 134 (d).
- ◆ There are 23 MPO's in the State of Texas
 - ◆ The Laredo & Webb County Area MPO (LWCAMPO) is the designated MPO for the Laredo Urbanized Area

Key Points about MPOs

1



Federally mandated to ensure local & public participation in the transportation planning process

2



Governed locally by Policy Boards (membership is determined locally)

3



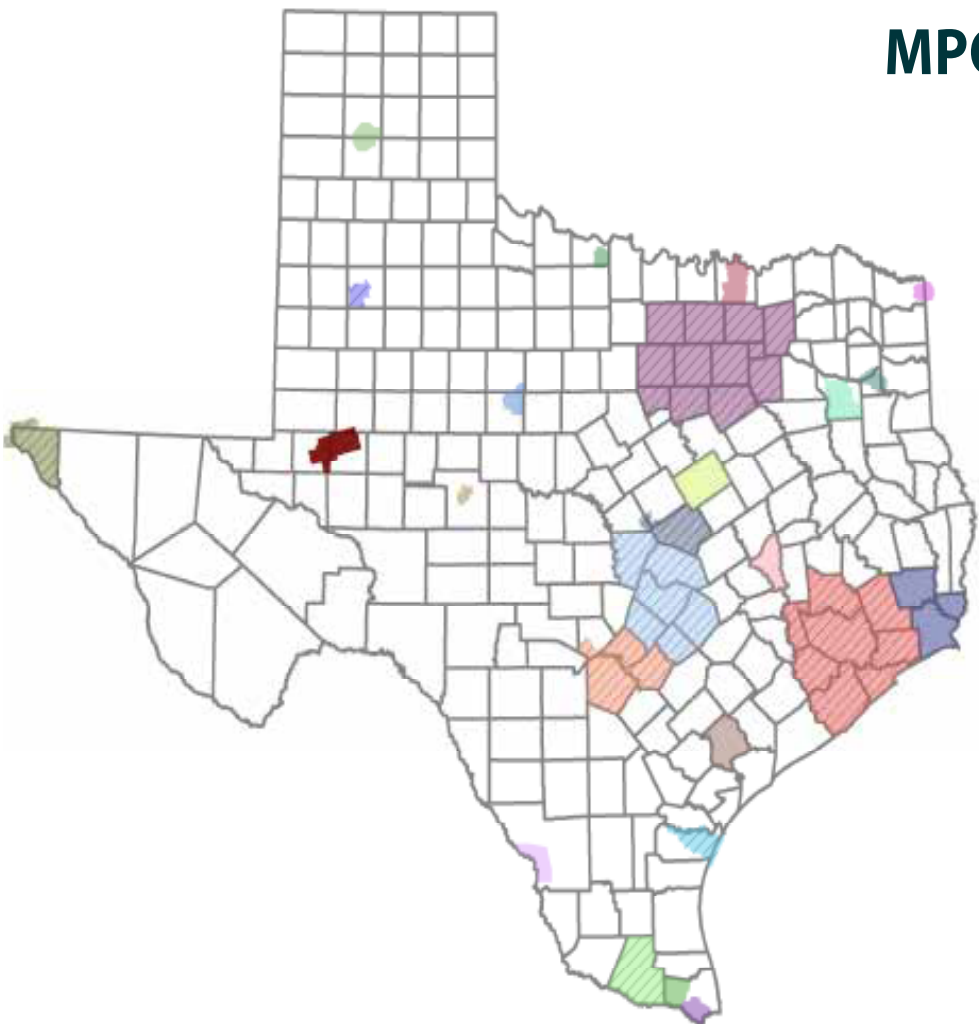
Required to develop long-range transportation plans and programs and conduct short-range planning

4



Primarily funded by the federal government

MPOs in The State of Texas



Metropolitan Planning Organization (MPO)

 MPO that is a Transportation Management Area (TMA)

-  Abilene MPO
-  Alamo Area MPO
-  Amarillo MPO
-  Bryan-College Station MPO
-  Capital Area MPO
-  Corpus Christi MPO
-  El Paso MPO
-  Houston-Galveston Area Council
-  Killeen-Temple MPO
-  Laredo Webb County Area MPO
-  Longview MPO
-  Lubbock MPO
-  North Central Texas Council of Governments
-  Permian Basin MPO
-  Rio Grande Valley MPO
-  San Angelo MPO
-  Grayson County MPO
-  South East Texas Regional Planning Commission
-  Texarkana MPO
-  Tyler MPO
-  Victoria MPO
-  Waco MPO
-  Wichita Falls MPO

Figure 1. Texas Metropolitan Planning Organizations and Transportation Management Areas.

Source: Texas A&M Transportation Institute: Metropolitan Planning Primer

WHO IS LWCAMPO?

The Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) is the federally designated MPO to develop and implement the 3-C planning process for the Laredo Urban area. The Laredo Urbanized Area, as determined by the 2010 Census, has surpassed 200,000 in population and was designated a Transportation Management Area (TMA) effective July 18, 2012.

The TMA is currently designated as an attainment area for the purpose of compliance with the Clean Air Act. The current TMA extends to the city limits of the City of Laredo, the City of Rio Bravo as well as portions of the County of Webb.

Key Term:

Transportation Management Area

A Transportation Management Area, or TMA, is an urbanized area with a population of 200,000 or more, as defined by the United States Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the Metropolitan Planning Organization (MPO) and designated by the United States Secretary of Transportation.

- ◆ An MPO is the Policy Board for transportation decision-making in urbanized areas

Key Term:

Attainment Area

If the air quality in a geographic area meets or is cleaner than the national standard, it is called an attainment area (designated “attainment/unclassifiable”) as per 40 CFR 81.300.

- ◆ Areas that don’t meet the national standard are called *nonattainment areas*.

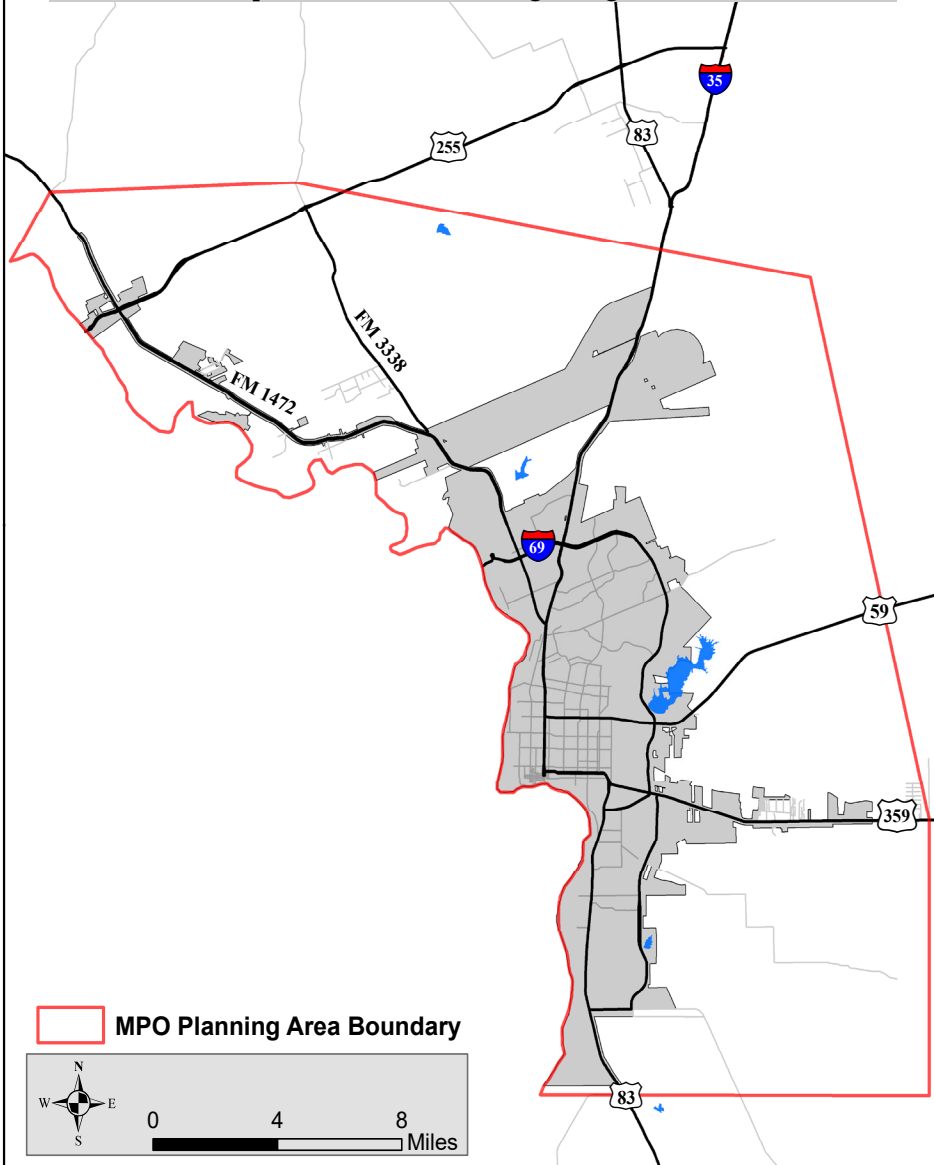
How do MPOs & TMA Relate?

As described in 49 U.S.C. 5303(k), and in recognition of the greater complexity of transportation issues in large urban areas, an MPO in a TMA has a stronger voice, in setting priorities for implementing projects listed in the Transportation Improvement Program (TIP) and are responsible for additional planning products.

- ◆ The planning processes in MPOs in TMAs also must be certified by the Secretary of DOT as being in compliance with federal requirements.
- ◆ FTA and FHWA conduct a review of the metropolitan planning process within each TMA and jointly issue this certification on behalf of the DOT Secretary, in accordance with 49 U.S.C. 5303(k).



Laredo Webb County Area Metropolitan Planning Organization



What is LWCAMPO's Political Boundary?

The Metropolitan Planning Area (MPA) Boundary is the designated political boundary of an MPO.

- ◆ LWCAMPO's MPA includes the city limits of Laredo and Rio Bravo as well as portions of Webb County.
- ◆ This planning area has been designated as a TMA.

Key Term:

Metropolitan Planning Area (MPA)

- ◆ As per 23 CFR 450.312 the boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor.
- ◆ At a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan
- ◆ The MPA boundaries may be further expanded to encompass the entire metropolitan statistical area or combined statistical area, as defined by the Office of Management and Budget.

"A Metropolitan Planning Organization can be a stand-alone agency. However, some local governments form their Metropolitan Planning Organization as an agency within a city, county, or council of government organization"

—TxDOT 2021-2022 Educational Series: Metropolitan Planning organizations

LWCAMPO STRUCTURE

Each Metropolitan Planning Organization has a governing policy board, which adopts the Metropolitan Planning Organization's policy, bylaws, and organizational procedures. MPO's may also form advisory boards and/or committees to assist them in their decision making process.

LWCAMPO functions under a committee structure that is composed of a policy committee, technical committee, and planning staff to support transportation planning activities. A set of by-laws establishes the structure and representation of the MPO.

The MPO Policy Committee was established pursuant to 23 USC 134 and is designated to implement the metropolitan planning process. 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.







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.

What is the Role of the MPO Policy Committee?

The Policy Committee is the governing body of the MPO and as such, has decision making authority over issues such as:

- ◆ Adopting policy, bylaws, and organizational procedures:
 - ◆ The Metropolitan Transportation Plan (MTP)
 - ◆ The Transportation Improvement Program (TIP)
 - ◆ The Unified Planning Work Program (UPWP)
 - ◆ The Congestion Management Plan (CMP)



<p>City of Laredo:</p>  <ul style="list-style-type: none"> ◆ Mayor (Chairperson) ◆ 2 City Councilmembers (Mayoral appointees) 	<p>Laredo Mass Transit Board:</p>  <ul style="list-style-type: none"> ◆ 1 Laredo Mass Transit Board Member (Appointed by Board's Presiding Officer/Mayor)
<p>County of Webb:</p>  <ul style="list-style-type: none"> ◆ County Judge ◆ 2 County Commissioners (Webb County Judge Appointees) 	<p>State of Texas:</p>  <ul style="list-style-type: none"> ◆ TxDOT District Engineer
<p>Member at Large:</p>  <ul style="list-style-type: none"> ◆ Member Appointed by the Policy Committee 	<p>*EX-Officio* State of Texas:</p>  <ul style="list-style-type: none"> ◆ State Senator(s) ◆ State Representative(s)







The Technical Committee is the body of the MPO responsible for professional and technical review of work programs, policy recommendations, and transportation planning activities.

The Technical Committee is composed of representatives of the City of Laredo, the County of Webb, the Texas Department of Transportation (TxDOT), and private sector representatives.

What is the Role of the MPO Technical Committee?

The Technical Committee shall review issues for accuracy and advise the Policy Committee on recommended actions.



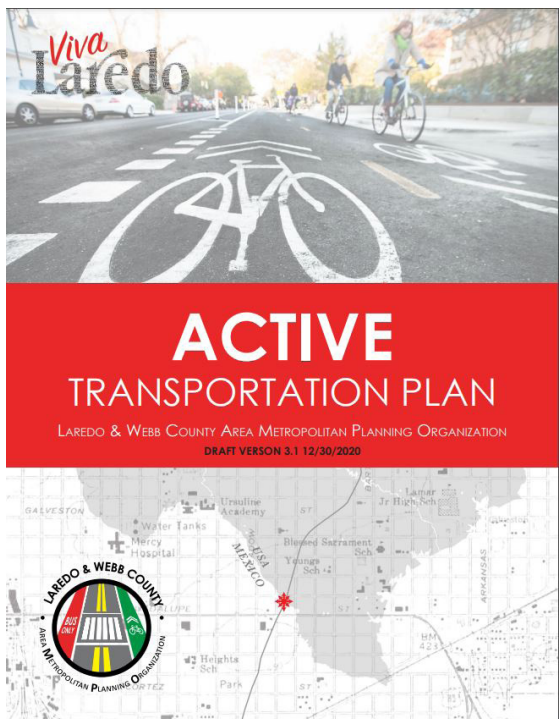
City Representatives  <ul style="list-style-type: none"> ◆ LWCAMPO Director (Chairperson) ◆ Laredo City Planner ◆ The Gen. Manager of the City Transit System ◆ Laredo Director of Traffic Safety ◆ Laredo Airport Manager ◆ Laredo City Engineer ◆ Laredo Bridge Director 	
County & Regional Representatives  <ul style="list-style-type: none"> ◆ Webb County Planning Director ◆ South Texas Development Council ◆ Regional Planning Director ◆ The Gen. Manager of the Rural Transit System ◆ Webb County Engineer 	
State Representatives  <ul style="list-style-type: none"> ◆ TxDOT Planning Rep. (Vice-Chairperson) ◆ TxDOT Planning Rep. ◆ TxDOT Area Engineer ◆ TxDOT TPP Field Rep. 	Federal Representative  <ul style="list-style-type: none"> ◆ FHWA Planning Rep. (Austin)
Private Sector Representative  <ul style="list-style-type: none"> ◆ A Rep. of Kansas City Southern Railroad Co. (KCS) ◆ A Rep. of Union Pacific Railroad Co. ◆ A Rep. of the Laredo Transportation Assoc. ◆ A Transportation Provider (Shall Serve on the Laredo Transportation) 	School System Representative  <ul style="list-style-type: none"> ◆ A Rep. of the Laredo Independent School District (LISD) ◆ A Rep. of the United Independent School District (UISD) ◆ A Rep. of Texas A&M International University (TAMIU) ◆ A Rep. of Laredo College (LC)

The Active Transportation Committee is a subcommittee of the MPO that holds meetings to provide ongoing recommendations, information, and feedback on MPO active transportation related activities, e.g. improving and promoting active modes of mobility, to the Policy Committee. Members of the ATC consist of members of the community such as stakeholders, advocacy groups, etc., as per 23 CFR 450.316(a) and 23 CFR 450.316(b).

What are the responsibilities of the Active Transportation Committee (ATC)?

The responsibilities of the ATC shall include the following:

- ◆ Monitor the implementation of the Laredo and Webb County Active Transportation Plan
- ◆ Recommend active transportation related planning studies to be conducted
- ◆ Provide recommendations to the MPO Policy Committee regarding active transportation planning activities
- ◆ Advise the MPO Policy Committee on active transportation related technical and policy issues
- ◆ Explore and recommend funding options and opportunities for active transportation related projects
- ◆ Promote community outreach efforts such as bicycle and pedestrian safety campaigns and educational programs



The Active Transportation Plan (ATP)

The Laredo & Webb County Active Transportation Plan was adopted by the City of Laredo on February 22, 2021:

Objective:

- ◆ To enhance mobility in our region by providing safe, accessible, and alternate modes of transportation for the future of Laredo and Webb County residents.
- ◆ The Active Transportation Plan is a collaborative effort undertaken by LWCAMPO in conjunction with the City of Laredo and County of Webb, to create and develop connectivity between bicycle, pedestrian, and transit networks.


23 CFR 450.316(a)



23 CFR 450.316(b)



PART 2:
THE TRANSPORTATION
PLANNING PROCESS:
RESPOSIBILITIES OF THE MPO



THE TRANSPORTATION PLANNING PROCESS

“By getting involved in the transportation decision making-process in your community, YOU can help bridge the divides created by those old transportation barriers and help to prevent new ones from being built.”

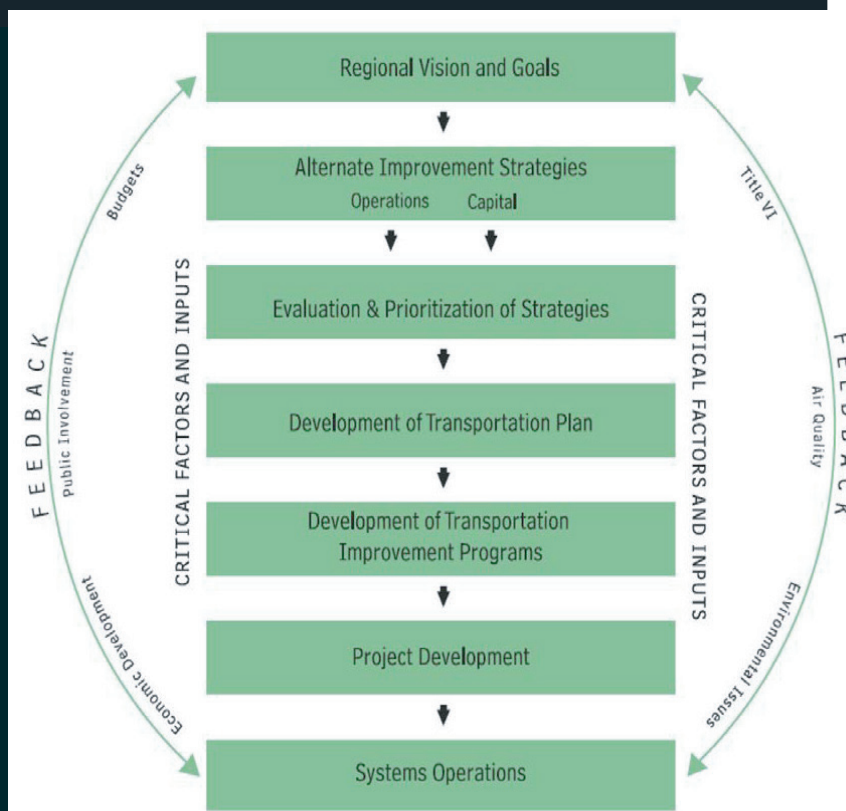
—U.S. Department of Transportation (USDOT) Transportation Toolkit

What is The Transportation Planning Process?

Transportation planning is a cooperative, performance-driven process by which long- and short-range transportation improvement priorities are determined.

Metropolitan planning organizations (MPOs), States, and transit operators conduct transportation planning, with active involvement from:

- ◆ The public
- ◆ The business community
- ◆ Community groups
- ◆ Environmental organizations
- ◆ Freight operators



Source: FHWA Transportation Planning Capacity Building (TPCB)

What is the Role of Transportation Planning?

Transportation planning plays a critical role in a State's, region's, or community's vision for its future. It includes:

1. A comprehensive consideration of possible strategies
2. An evaluation process that encompasses diverse viewpoints
3. The collaborative participation of relevant transportation-related agencies and organizations
4. Open, timely, and meaningful public involvement

RESPONSIBILITIES OF THE MPO

MPO's are responsible for conducting the urban transportation planning process that reflects the vision, goals, and objectives that have been established as desirable "futures for the community", i.e. work together with federal, state, and local stakeholders to balance the transportation needs of local communities with the need for statewide connectivity. In accordance with federal and state mandates, the MPO develops is responsible for developing the following primary planning related documents:

- ◆ Metropolitan Transportation Plan (MTP)
- ◆ Transportation Improvement Plan (TIP)
- ◆ Unified Planning Work Program (UPWP)

OTHER RESPONSIBILITIES OF THE MPO

MPOs are responsible for developing a Public Participation Plan that outlines the goals and strategies for involvement of the general public and other affected constituencies related to the essential decision making elements of transportation planning. In addition, MPOs must comply with any additional requirements in accordance with specific designations, e.g. TMA, Attainment, etc.



GOAL & OBJECTIVES OF THE PUBLIC PARTICIPATION PLAN (PPP)

Goal The goal of the PPP is to foster fair & accessible opportunities for meaningful public involvement through public outreach strategies that make information relevant & easier to understand. This also includes a process for measuring progress on involving the public in the transportation planning process

Objectives



Provide access to relative information to the residents of the Laredo & Webb County region & other stakeholders



Raise awareness & offer opportunities for public input



Stimulate dialogue about the transportation related challenges facing the Laredo & Webb County region



Solicit participation from a broad range of groups & individuals in the Laredo Transportation Management Area (TMA)



Build public support for & understanding of transportation improvements outlined in the MTP, TIP, & other transportation plans/programs



Develop & incorporate realistic solutions into the Metropolitan Transportation Plan (MTP) & Transportation Improvement Program (TIP) that address the diverse mobility needs of the region's residents, businesses, & visitors

Measures of Effectiveness

The Measures of Effectiveness (MOE's) review process will measure the effectiveness of public outreach strategies & update public outreach activities based on qualitative & quantitative evaluation as well as assure the compliance of all federal & state guidelines

What Other Responsibilities does LWCAMPO Have?

Performance Targets

As per federal requirements, LWCAMPO is required to establish and track targets for surface and public transportation that include:

- ◆ Assessment of bridge and pavement conditions
- ◆ Roadway performance
- ◆ Roadway safety
- ◆ Congestion
- ◆ Air quality
- ◆ LWCAMPO is currently designated with an Attainment status (this status is subject to revision as per the scope of 40 CFR 81.300).

TMA

As a TMA LWCAMPO is required to maintain a Congestion Management Process (CMP).

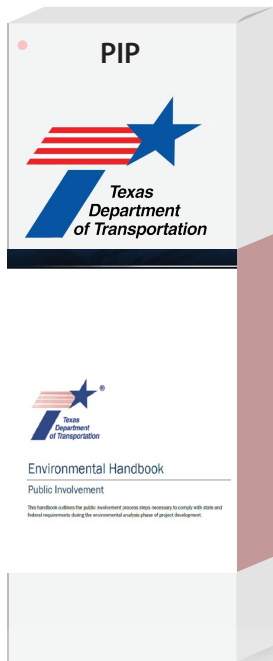
- ◆ CMP identifies actions and strategies for reducing congestion and improving mobility (for consideration of inclusion in the MTP and TIP)
- ◆ In TMAs, MPOs play a lead role project selection for most program funding categories

STAWIDE & MPO TRANSPORTATION PLANNING PRODUCTS

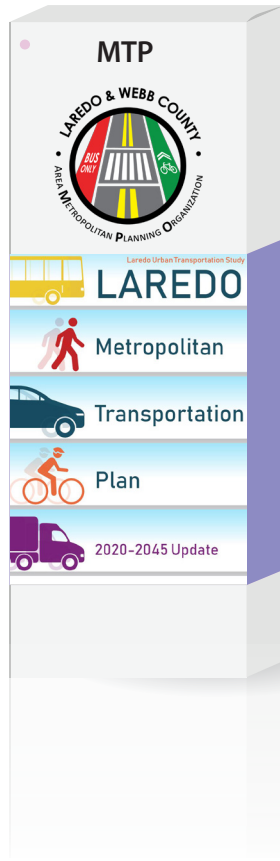
Statewide Long Range Transportation Plan



Public Involvement Plan



Metropolitan Transportation Plan



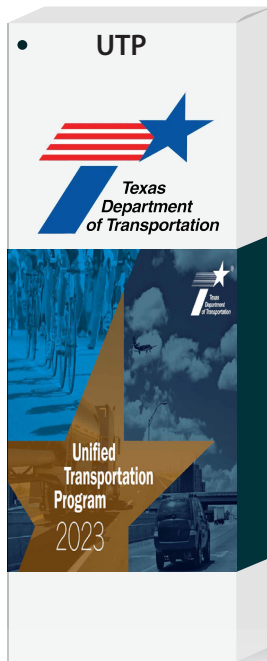
Public Participation Plan



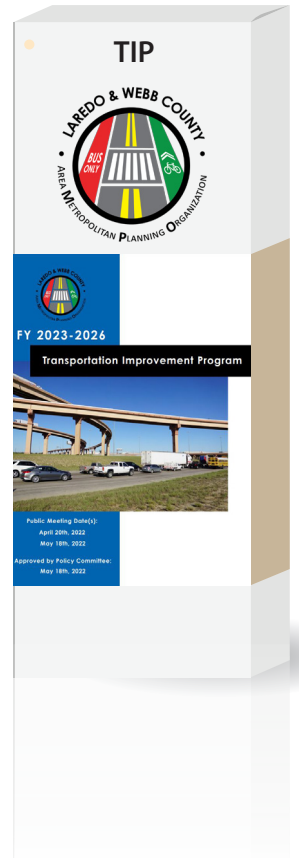
Statewide Transportation Improvement Plan



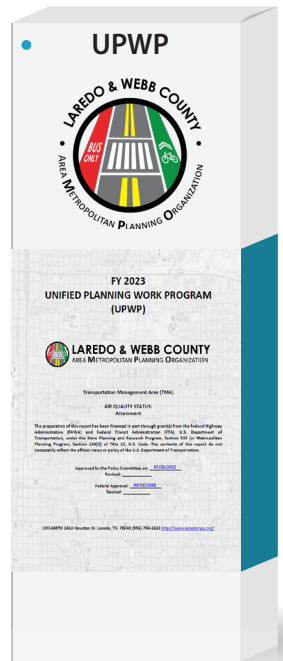
Unified Transportation Plan



Transportation Improvement Program



Unified Planning Work Program



MPO PLANNING DOCUMENTS

METROPOLITAN TRANSPORTATION PLAN (MTP)

The MTP is the long-range, financially constrained transportation plan for the region covering a planning horizon of 25 years. LWCAMPO's MTP identifies the existing and future transportation needs and develops coordinated strategies to provide the necessary transportation facilities essential for the continued mobility and economic vitality of the Laredo-Webb County area. These coordinated transportation strategies include roadway development and operations, truck and rail freight movement, transit operations, bikeways and pedestrian facilities. The MTP must demonstrate that there is a balance between the expected revenue sources for transportation investments and the estimated costs of the projects and programs described in the plan, i.e. fiscally (or financially) constrained.

MTP Developmental Summary

Update Schedule



Coverage Cycle



State & Federal Review



Public Comment & Review Period



Final Action by Policy Committee



Every 5-Years

Covers a Planning Horizon of 25-Years

TxDOT, FHWA, & FTA

20-Day Period

MTP Adopted

Draft Development



MPO Staff collaborates with stakeholders & State & Federal agencies to identify existing & future transportation needs as well as develop implementation strategies

State & Federal Review



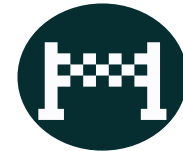
Review MTP Draft for compliance with State & Federal regulations

Public Comment & Review Period



The MTP Draft is made available Online & a public meeting will be held to secure public comment

Adoption



Policy Committee adopts MTP



Maintenance

MPO Staff collaborates with State & Federal agencies to make revisions to the MTP, as deemed necessary, between the document's update schedule

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The TIP is a federally required short-range program of transportation projects based on the long-range MTP and covers a period of 4 years. The TIP serves as a short-term programming document that lists approximately four (4) years of funded, i.e. committed from local, state, and federal sources, transportation projects. These projects are designed to construct, complete, implement, operate and maintain regional and statewide transportation systems in accordance with the recommendations of the long-range statewide transportation plan and LWCAMPO's MTP.

TIP Developmental Summary

Update Schedule



Coverage Cycle



State & Federal Review



Public Comment & Review Period



Final Action by Policy Committee



Every 2-Years

Covers a 4-Year Period

TxDOT, FHWA, & FTA

20-Day Period

TIP Adopted

Draft Development



MPO Staff collaborates with stakeholders & State & Federal agencies to prioritize projects for consideration of federal funding review process

State & Federal Review



Review TIP Draft for compliance with State & Federal regulations

Public Comment & Review Period



The TIP Draft is made available Online & a public meeting will be held to secure public comment

Adoption



Policy Committee adopts TIP



Maintenance

MPO Staff collaborates with State & Federal agencies to make revisions to the TIP, as deemed necessary, between the document's update schedule





UNIFIED PLANNING WORK PROGRAM (UPWP)

The Unified Planning Work Program (UPWP) is an annual statement of work identifying planning priorities and activities to be carried out within LWCAMPO’s MPA, i.e. Laredo, TX and portions of Webb County. Additionally, theUPWP includes a description of the planning work and coordinated efforts to carry out the continuing, cooperative and comprehensive transportation planning process for the aforementioned MPA. An MPO is required to perform all planning tasks set forth in federal laws and regulations, i.e. 23 CFR 450.308(c), many of which are conducted annually.

The UPWP is a one-year transportation planning work program which describes in detail transportation planning programs, and activities to be performed in LWCAMPO for FY2022. 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 the UPWP with input from federal, state and local jurisdictions, and transportation providers in the region. A detailed description of the UPWP Planning. Factors can be found in **“Appendix A: MPO Planning Factors” on page II.**

UPWP Developmental Summary



Annually	Covers a 1-Year Period	TxDOT, FHWA, & FTA	20-Day Period	UPWP Adopted
Draft Development  MPO Staff prepares the UPWP with input from federal, state, & local jurisdictions, and transportation providers in the region	State & Federal Review  Review UPWP Draft for compliance with State & Federal regulations	Public Comment & Review Period  The UPWP Draft is made available Online & a public meeting will be held to secure public comment	Adoption  Policy Committee adopts UPWP	



Maintenance





MPO Staff collaborates with State & Federal agencies to make revisions to the UPWP, as deemed necessary, between the document’s update schedule

LWCAMPO believes that when the public is engaged in the planning process, the needs of the community are better addressed and met. The PPP serves as a tool to provide MPO staff with the framework to facilitate communication and consultation between agencies making decisions and the communities affected by them.

The result of effective and inclusive public engagement in the transportation planning process offers opportunities for the cooperative development of transportation projects and plans that reflect the needs of the community as well as provide community members with fair and accessible opportunities for meaningful public involvement.

PPP Developmental Summary



Every 5-Years	Covers a 5-Year Period	TxDOT, FHWA, & FTA	45-Day Period	PPP Adopted
Draft Development  MPO Staff develops the framework for public outreach strategies & activities as per federal & state regulations	State & Federal Review  Review PPP Draft for compliance with State & Federal regulations	Public Comment & Review Period  The PPP Draft is made available Online & a public meeting will be held to secure public comment	Adoption  Policy Committee adopts PPP	



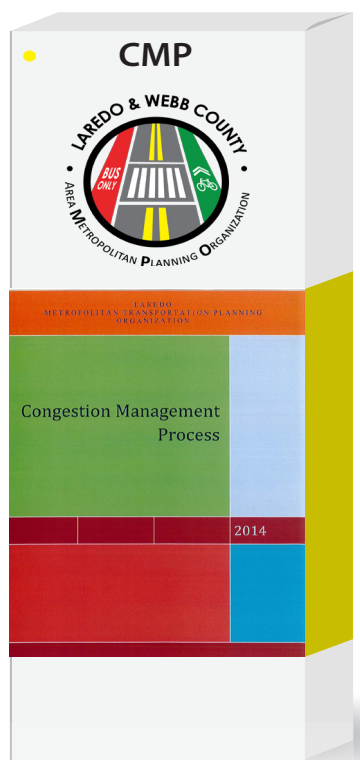
Maintenance

MPO Staff collaborates with State & Federal agencies to make revisions to the PPP, as deemed necessary, between the document's update schedule

Congestion Mitigation



Congestion Management Process



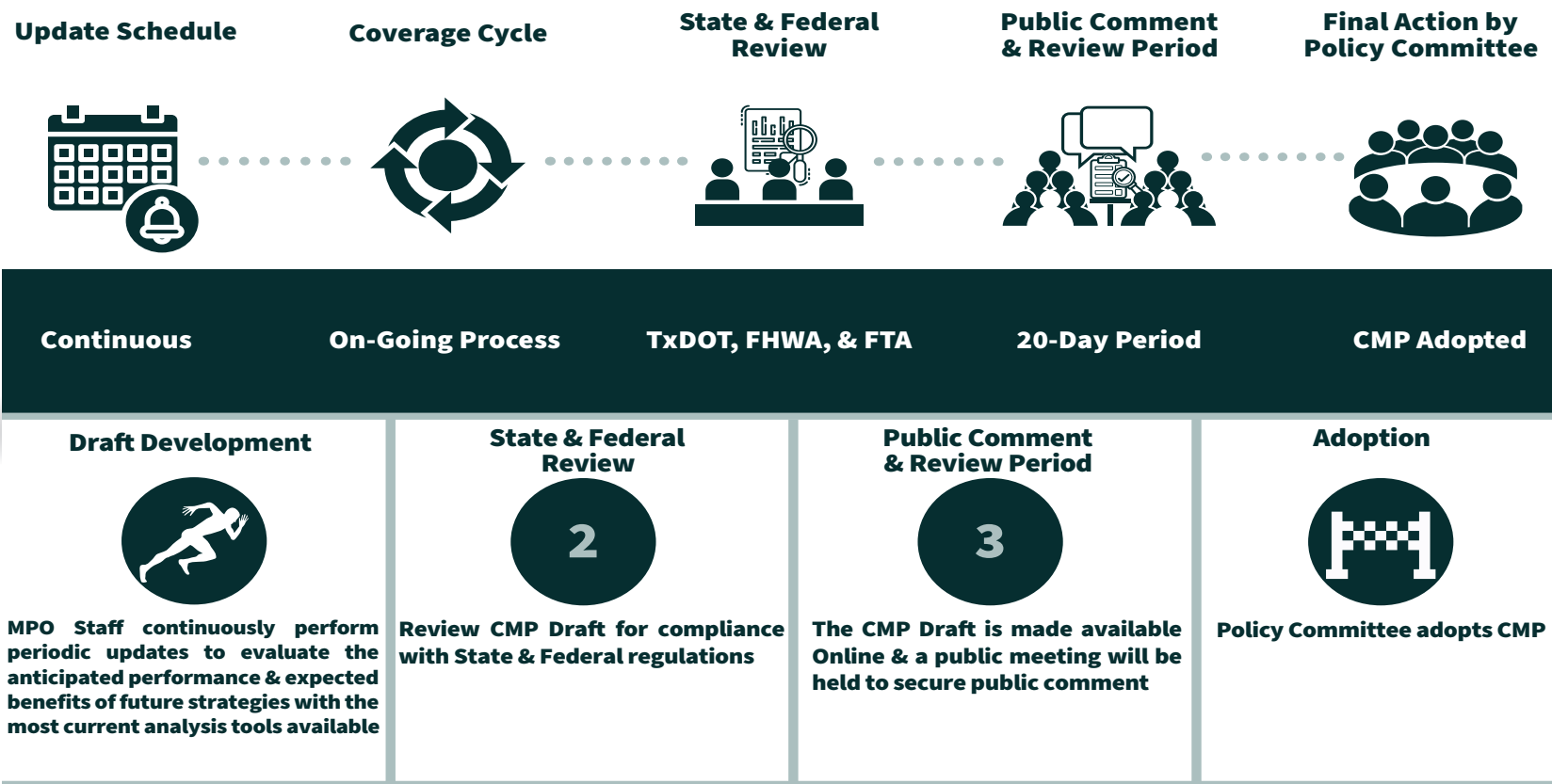
CONGESTION MANAGEMENT PROCESS (CMP)

A Congestion Management Process (CMP) is a systematic and regionally accepted approach for managing congestion. It provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs. As per 23 CFR 450.322, MPOs are required to develop and implement a CMP within their designated TMA.

The CMP is intended to move congestion management strategies into the funding and implementation stages of project development. Congestion management is the application of congestion management and reduction strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods.

Development of the CMP is a flexible process that allows MPO's to develop and design their own approaches and processes to fit their individual needs. The CMP is an on-going process, continuously progressing and adjusting overtime as goals and objectives change, new information sources become available, and new strategies are identified and evaluated.

CMP Developmental Summary



Maintenance

MPO Staff collaborates with State & Federal agencies to make revisions to the CMP, as deemed necessary, on a continuous basis as goals & objectives change, new information sources become available, & new strategies are identified and evaluated.

How are MPO's Funded?

MPO's receive funding from:

- ◆ Federal Planning (PL) funds
- ◆ Surface Transportation Program–Urbanized Allocation
- ◆ State & Local matching funds
- ◆ Competitive grants

How are Federal Transportation Funds Spent?

Federal transportation funds are limited and thus, are spent in maintenance of our existing transportation system, i.e. making sure it is safe and in a state of good repair. Investment in new transportation projects should be focused on:

- ◆ Expand travel choices and capacity
- ◆ Identifying priority projects & strategies from the MTP that are sufficiently high priority to include in the TIP
- ◆ identifying and selecting projects already listed in the TIP that are next in line for grant award funding
- ◆ Make our transportation system resilient (i.e. as per the [2021 Planning Emphasis Areas](#).)

How does TxDOT & LWCAMPO Know How Much Money is Going to be Available?

Federal surface transportation legislation requires that MPOs, State DOTs, and public transit agencies cooperatively develop revenue forecasts for each metropolitan region. These forecasts let agencies determine how much funding is likely to be available for transportation projects and services in their respective region.

- ◆ Financial revenue forecasting, while tailored to each region, must be consistent and compatible with other revenue forecasting within a State, i.e. fiscally (or financially) constrained.
- ◆ Please refer to the [TPCB Briefing Book](#) for more detailed information

Key Terms:

Fiscal Constraint

A demonstration of sufficient funds, from Federal, State, local, and private sources, which will be used to implement proposed transportation system improvements, as well as to operate and maintain the entire system.

- ◆ This demonstration is carried out by comparing revenues and costs

State Funds

Appropriated by ty the Texas Legislative through the State Highway Fund

- ◆ Organized into 12 funding categories in the UTP
- ◆ These funding categories are primarily from federal sources, state funding may also be used (See "Appendix B: Federal Transportation Programs in the UTP Categories" on page IV)

Federal Funds

Appropriated by Congress through the Federal Highway Trust Fund

Other State & Local Funds


Include the Texas Mobility Fund, bond revenue, concessions and regional toll revenue, and local funds

TxDOT FUNDING SOURCES BY UTP CATEGORY

12 FUNDING CATEGORIES	FEDERAL FUNDS	STATE FUNDS	OTHER STATE AND LOCAL FUNDS
1. Preventive Maintenance and Rehabilitation	Yes	Yes	No
2. Metro and Urban Area Corridors	Yes	Yes	No
3. Non-Traditionally Funded Projects	No	Yes	Yes
4. Statewide Connectivity Corridors	Yes	Yes	No
5. Congestion Mitigation and Air Quality*	Yes	No	No
6. Structures Replacement (Bridges)	Yes	Yes	No
7. Metropolitan Mobility and Rehabilitation*	Yes	No	No
8. Safety	Yes	Yes	No
9. Transportation Alternatives*	Yes	No	No
10. Supplemental Transportation Projects	Yes	Yes	No
11. District Discretionary	Yes	Yes	No
12. Strategic Priority	Yes	Yes	No

Source: 2023 UTP

PART 3:
THE BIPARTISAN
INFRASTRUCTURE LAW (BIL)





BIPARTISAN INFRASTRUCTURE LAW (BIL)

The Infrastructure Investment And Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law (BIL)”) was signed by President Biden on November 15, 2021. The BIL will provide:

- ◆ Significant investment opportunities in transportation infrastructure
- ◆ additional funding for existing transportation programs
- ◆ New competitive grant programs

THE BIL WILL DELIVER FOR TEXAS

In regard to transportation, the BIL will:

<p>Repair & Rebuild Our Roads & Bridges</p> 	<p>BIL will focus on climate change mitigation, resilience, equity, & safety for all users, including cyclists & pedestrians</p> <hr/> <p>Texas can compete for:</p> <ul style="list-style-type: none"> ◆ \$12.5 Billion Bridge Investment Program (for economically significant bridges); ◆ \$15 Billion for megaprojects that will deliver substantial economic benefits to communities 	<p>Texas can expect to receive:</p> <ul style="list-style-type: none"> ◆ \$27.4 Billion (over 5-years) in Federal highway formula funding for highways & bridges (26.4% more than under current law) <hr/> <p>Texas also expects to receive:</p> <ul style="list-style-type: none"> ◆ Approx. \$641 Million (over 5-years) in formula funding to reduce transportation-related emissions ◆ An additional \$729 Million (over 5-years) to increase resilience of the transportation system <p>States can also apply federal aid dollars towards climate resilience & safety projects</p>
<p>Improve The Safety Of Our Transportation System</p> 	<p>BIL invests \$13 Billion over FAST Act levels directly into improving Roadway safety</p> <hr/> <p>Texas will receive (over 5-years):</p> <ul style="list-style-type: none"> ◆ Approx. \$153 Million in 402 formula funding for highway safety programs (29% increase over FAST Act levels on avg. annual basis) <hr/> <p>Texas will be able to apply for:</p> <ul style="list-style-type: none"> ◆ Funds to modernize data collection system (to collect real time data on all reported crashes, including fatal ones) to enhance safety & allow the Department to identify, analyze, & address trends ◆ Texas also includes eligible communities that can apply for grants to community owned utilities to support repair or replacement of leaky or unsafe cast iron & bare steel natural gas distribution pipelines (some of which are over 100 years old) 	<p>Local & tribal governments can compete for:</p> <ul style="list-style-type: none"> ◆ \$6 Billion for new Safe Streets for All Program (direct funding to support “Vision Zero” & related safety improvements) <hr/> <p>Texas can expect to receive:</p> <ul style="list-style-type: none"> ◆ \$267 Million (over 5-years) through Federal Motor Carrier Safety Administration Program (to reduce Commercial Motor Vehicle (CMV) crashes) <p>This represents an estimated 63% increase in funding (compared to Fast Act levels)</p>

THE BIL WILL DELIVER FOR TEXAS

Improve Healthy, Sustainable Transportation Options For Millions Of Americans



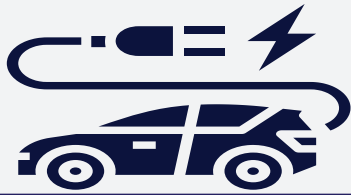
Texans who take public transit:

- ◆ Spend an extra 80.8% of their time commuting
- ◆ Non-White households are 2.7 times more likely to commute via public transit
- ◆ 12% Of transit vehicles in the state are past useful life-cycle

Texas expects to receive:

- ◆ \$3.4 Billion (over 5-years) for statewide improvement of public transportation (based on Formula funding alone)
- ◆ About 32% increase over 2021 Fast Act formula funding levels (in 1st year)

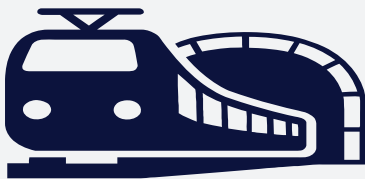
Build Network Of EV Chargers To Facilitate Long-distance Travel & Convenient Charging Options



BIL invests \$7.5 Billion to build 1st ever national network of electric vehicle (EV) chargers in the U.S.

- ◆ Texas expects \$408 Million (over 5-years) to support the expansion of EV charging network in the state
- ◆ Texas will also have the opportunity to apply for grants out of the \$2.5 Billion available for EV charging

Modernize & Expand Passenger Rail & Improve Freight Rail Efficiency & Safety



BIL includes \$66 Billion (above baseline) to eliminate Amtrak maintenance backlog & bring world-class rail service to areas outside the northeast & mid-Atlantic

Texas will be eligible to compete for:

- ◆ \$5 Billion for rail improvement & safety grants
- ◆ \$3 Billion for grade crossing improvements

Improve Our Nation's Airports



Under BIL, airports in Texas would receive:

- ◆ Approx. \$1.2 Billion for infrastructure development for airports (over 5-years)

Funding addresses air-side & land-side needs at airports such as:

- ◆ Improving runways, taxiways, & airport-owned towers, terminal development projects & noise reduction projects

In addition, \$5 Billion in discretionary is available (over 5-years) for airport terminal development projects that:

- ◆ Address the aging infrastructure of our nation's airports
- ◆ Includes projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, & improve airfield safety

GLOSSARY & DEFINITIONS



GLOSSARY OF ACRONYMS

ATC – Active Transportation Committee

ATP - Active Transportation Plan

CFR – Code of Federal Regulations

CMP – Congestion Management Process

FAST Act – Fixing America’s Surface Transportation Act

FHWA – Federal Transit Administration

FTA – Federal Highway Administration

LWCAMPO – Laredo & Webb County Metropolitan Planning Organization

MAP-21 – Moving Ahead for Progress in the 21st Century Act

MPA – Metropolitan Planning Area

MPO – Metropolitan Planning Organization

MTP – Metropolitan Transportation Plan

PIP – Public Involvement Plan

PPP – Public Participation Plan

SLRTP – Statewide Long Range Transportation Plan

STIP – Statewide Transportation Improvement Program

TIP – Transportation Improvement Program

TPCB – Transportation Planning Capacity Building

TxDOT – Texas Department of Transportation

TMA – Transportation Management Areas

UPWP – Unified Planning Work Program

USC – United States Code

UTP – Unified Transportation Plan



DEFINITIONS

Attainment Area – If the air quality in a geographic area meets or is cleaner than the national standard, it is called an attainment area (designated “attainment/unclassifiable”) as per 40 CFR 81.300.

Federal Funds – Appropriated by Congress through the Federal Highway Trust Fund.

Fiscal Constraint – A demonstration of sufficient funds, from Federal, State, local, and private sources, which will be used to implement proposed transportation system improvements, as well as to operate and maintain the entire system.

Metropolitan Planning Area (MPA) – As per 23 CFR 450.312 the boundaries of a metropolitan planning area (MPA) shall be determined by agreement between the MPO and the Governor.

Other State & Local Funds – Include the Texas Mobility Fund, bond revenue, concessions and regional toll revenue, and local funds.

State Funds – Appropriated by the Texas Legislative through the State Highway Fund.

Transportation Management Area – A Transportation Management Area, or TMA, is an urbanized area with a population of 200,000 or more, as defined by the United States Bureau of the Census and designated by the Secretary of Transportation, or any additional area where TMA designation is requested by the Governor and the Metropolitan Planning Organization (MPO) and designated by the United States Secretary of Transportation.



APPENDICES



APPENDIX A: MPO PLANNING FACTORS

FAST Act Planning Factors

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

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

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

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



Performance Management

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

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

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

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

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

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

APPENDIX B: FEDERAL TRANSPORTATION PROGRAMS IN THE UTP CATEGORIES

FEDERAL TRANSPORTATION PROGRAMS IN THE UTP CATEGORIES

UTP CATEGORY	FEDERAL TRANSPORTATION PROGRAMS						
	Surface Transportation Block Grant Program (STBGP)	National Highway Performance Program (NHPP)	National Highway Freight Program (NHFP)	Highway Safety Improvement (HSIP)	Congestion Mitigation and Air Quality Improvement (CMAQ)	Metropolitan Planning/PL	Transportation Alternatives Set-Aside (TASA)
1	Yes	Yes	Yes	No	No	No	No
2U	Yes	Yes	Yes	No	No	No	No
2M	Yes	Yes	Yes	No	No	No	No
4U	Yes	Yes	Yes	No	No	No	No
4R	Yes	Yes	Yes	No	No	No	No
5	Yes	Yes	No	No	Yes	No	No
6	Yes	Yes	Yes	No	No	No	No
7	Yes	Yes	Yes	No	No	No	No
8	Yes	Yes	No	Yes	No	No	No
9	Yes	Yes	No	No	No	No	Yes
10	Yes	Yes	No	No	No	Yes	No
11	Yes	Yes	Yes	No	No	No	No
11 ENERGY SECTOR	Yes	Yes	Yes	No	No	No	No
RIDER 11B	Yes	Yes	Yes	No	No	Yes	No
12 CLEAR LANES	Yes	Yes	Yes	No	No	No	No
12 STRATEGIC PRIORITY	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Source: 2023 UTP

*Note: TxDOT receives federal transportation funding through multiple apportionment programs, each with different purposes. Some federal programs have broad requirements and are eligible to fund projects across all UTP categories, while other programs have narrower focuses and may only be used in select categories