

# FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP)



## LAREDO & WEBB COUNTY AREA METROPOLITAN PLANNING ORGANIZATION (LWCAMPO)

### TRANSPORTATION MANAGEMENT AREA (TMA) STATUS:

*Transportation Management Area (TMA)*

### AIR QUALITY STATUS:

*Attainment*

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

This UPWP complies with federal and state requirements, is true and correct, and is approved by the Policy Committee: July 16, 2025

Amended: \_\_\_\_\_

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# EXECUTIVE SUMMARY

The Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) serves as the federally designated MPO for the Laredo urbanized area and surrounding Webb County, facilitating a comprehensive, cooperative, and continuing (3-C) transportation planning process in compliance with federal law. Established in 1979 and renamed in 2020, LWCAMPO coordinates regional transportation planning and funding to support a growing population expected to nearly double by 2050.

## Purpose and Scope

The FY 2026 UPWP outlines the annual work program detailing transportation planning tasks, studies, and activities that advance the region's mobility, safety, and economic vitality. The UPWP aligns with federal requirements and recent transportation legislation, emphasizing performance-based planning and investment. This UPWP is a one-year transportation planning work program which describes in detail transportation planning programs, and activities to be performed by LWCAMPO for FY 2026. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, the Laredo MPO prepares this UPWP with input from federal, state and local jurisdictions, and transportation providers in the region

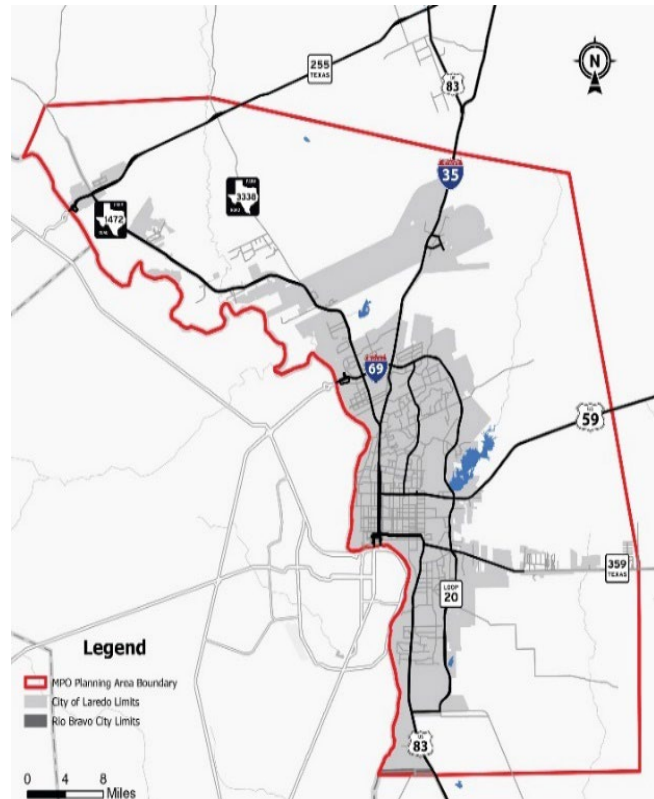
## MPO Boundary & Planning Area

LWCAMPO covers the City of Laredo and parts of Webb County within the Metropolitan Area Boundary. The Laredo urbanized area is a designated Transportation Management Area (TMA) since 2012. This boundary supports coordinated planning for over 250,000 residents and a robust freight network anchored by the nation's busiest inland port.

## MPO Planning Emphasis Areas

Key focus areas include:

- **Safety and Complete Streets** — Advancing safe, accessible, and multi-modal transportation options consistent with Vision Zero goals to eliminate fatalities and serious injuries by 2040.
- **Public Participation** — Enhancing outreach efforts through diverse strategies to engage all community members, including underserved populations, ensuring transparent and inclusive decision-making.
- **Data Integration** — Strengthening data sharing and analytical tools to improve planning accuracy and accessibility for stakeholders and the public.



## Funding Summary

The FY 2026 UPWP is supported by Transportation Planning Funds (TPF), which includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. The FY 2026 UPWP programs a total of \$1,247,000 across five (5) tasks including, *Administration & Management, Data Development & Maintenance, Short-Range Planning, Metropolitan Transportation Plan, and Special Studies*. Among the five (5) task groups, there is a total of 13 subtasks programmed in the FY 2026 UPWP. The subtasks included in the FY 2026 UPWP are listed below:

SUBTASKS	AMOUNT
1.1 – Planning and General Administration	\$ 600,000
1.2 – Professional Development, Travel and Training	\$ 25,000
1.3 – Public Participation Plan (PPP)	\$ 10,000
1.4 – Computer Equipment, Furnishing and Office Supplies	\$ 30,000
1.5 – Building Maintenance and/or Repairs	\$ 10,000
2.1 – General Data Administration	\$ 10,000
2.2 – Software for Transportation Improvement Program Data Management	\$ 35,000
3.1 – General Administration (Short-Range Planning)	\$ 6,000
3.2 – Planning Assistance	\$ 6,000
4.1 – Metropolitan Transportation Plan (MTP) Revisions	\$ 5,000
4.2 – 2025-2050- Metropolitan Transportation Plan (MTP) Outreach & Implementation	\$ 10,000
5.1 – Long Range Freight Mobility Plan	\$ 250,000
5.2 – South Laredo Transportation Planning Study	\$ 250,000
<b>TOTAL</b>	<b>\$ 1,247,000</b>

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.

The programming of **\$1,247,000** for the FY 2026 UPWP enables LWCAMPO to advance its planning priorities and carry out its work tasks in cooperation with TxDOT, local agencies, transit providers, and regional partners.

# INTRODUCTION

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

In July 1979, the Governor of Texas designated Laredo Urban Transportation Study (LUTS) Steering Committee as the MPO for the Laredo urbanized area.

In February 2020, The Policy Committee approved the amendment of the MPO By-Laws to change the name of the MPO from Laredo Urban Transportation Study (LUTS) to the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO).

## A. PURPOSE

The Unified Planning Work Program (UPWP) is the instrument that serves as the document for coordinating and identifying ways to carry out the continuing, cooperative and comprehensive transportation planning process for the Laredo and Webb County Area Metropolitan Planning Organization (LWCAMPO). An MPO is required to perform all planning tasks set forth in federal laws and regulations, many of which are conducted annually.

This UPWP is a one-year transportation planning work program which describes in detail transportation planning programs, and activities to be performed by LWCAMPO for FY 2026. However, some tasks require more than one year to complete and are carried forward from one UPWP to the next. To effectively identify all work tasks, the Laredo MPO prepares this UPWP with input from federal, state and local jurisdictions, and transportation providers in the region.

The MPO's Unified Planning Work Program (UPWP) will comply with all applicable federal and state regulations.

### IIJA Planning Factors

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

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. Enhance travel and tourism.

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

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

#### Performance Management

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

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

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

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

## **PUBLIC PARTICIPATION PLAN (PPP)**

The Laredo MPO believes in the proactive involvement of citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties in the development and updates of transportation plans and programs. The MPO has a Public Participation Plan (PPP) intended to provide an opportunity for meaningful, active, ongoing public participation and involvement for citizens, groups, agencies, and public providers of transportation. The MPO also conducts all planning activities in accordance with the adopted (PPP) and continues to engage interested parties during the development of the Public Participation Plan (PPP), and the short-term and long-term transportation plans. Per 23 CFR 450.316, interested parties such as those listed below, shall have reasonable opportunities to comment on projects of the short-term and long-term transportation plans:

- Affected public agencies
- Freight shippers
- Private providers of transportation services
- Representatives of public transportation employees
- Representatives of the disabled
- Representatives of users of public transportation
- Representatives of users of pedestrian walkways and bicycle transportation facilities
- Other interested parties.

The MPO continues to consult and cooperate with federal, state, and local agencies responsible for land use, natural resources, and other environmental issues during the adoption of long and short-term plans. The MPO consults with agencies responsible for historic preservation, natural resource conservation, environmental protection, and land use management, as appropriate, in the development of the short and long-term transportation plans. The Laredo MPO periodically evaluates the effectiveness of its Public Participation Plan (PPP) for engaging transportation-disadvantaged communities in the transportation decision making process.

## **B. DEFINITION OF AREA**

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

## **C. ORGANIZATION**

The City of Laredo is the fiscal agent for the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO).

The LWCAMPO is composed of two main organizational units: The Policy Committee and the Technical Committee. Other committees, such as the Active Transportation Committee, further support the organization's planning activities.



### ***The Policy Committee***

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

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

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

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

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

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

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

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

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

Therefore, as of January 2025, The Policy Committee is chaired by the City of Laredo Mayor and includes as voting members:

- The Webb County Judge (as Vice-Chairperson)
- Three (3) City of Laredo Council members, [Two (2) members representing the City of Laredo, and one (1) representing the Laredo Mass Transit Board]
- Two (2) Webb County Commissioners
- The Laredo TxDOT District Engineer
- One (1) Member at Large

The State Senator for District 21, the State Representative for District 80 and the State Representative for District 42 serve as non-voting, ex-officio members.

The Webb County Judge's next term as Chairperson will begin on January 1, 2027.

### ***The Technical Committee***

Its responsibilities include professional and technical review of work programs and transportation planning activities. The Technical Committee is also responsible for providing planning recommendations to the Policy Committee for action.

A List of the Policy Committee and Technical Committee respective memberships may be found in Appendix A.

### ***Other Committees***

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

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

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

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

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

MPO staff has the following general responsibilities:

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

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

## **D. NON-MPO INVOLVEMENT**

The Laredo & Webb County Area MPO encourages and engages the private sector to participate in the development of all transportation programs and plans including the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) development. A list of relevant private, public and non-profit stakeholders is maintained by the MPO to inform them of ongoing plans and studies and involve them in the planning process. Staff also maintains and periodically updates a list of consultant firms that provide transportation planning services. LWCAMPO also works closely with stakeholders from non-profit organization such as South Texas Development Council (STDC), the Rio Grande International Study Center (RGISC) and Housing Agencies.

### **PLANNING ISSUES AND EMPHASIS**

LWCAMPO focuses on key planning issues and emphasis area within the metropolitan planning to guide planning topics important to the region. This helps develop, identify, and ultimately support associated work tasks with the Unified Planning Work Program (UPWP) and the Statewide Planning and Research Program.

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

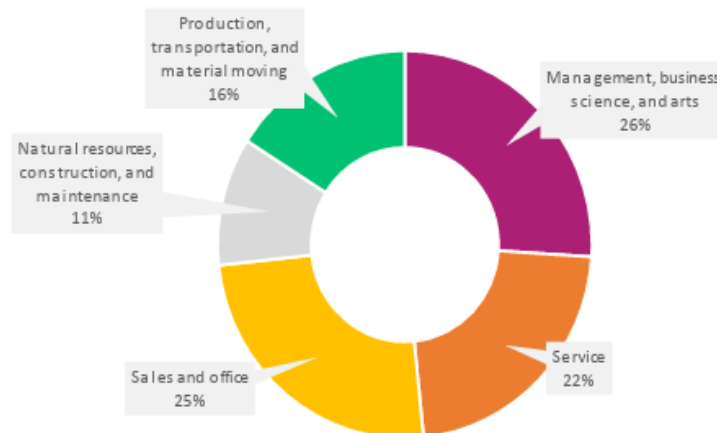
Roadways and Livability - System capacity issues will pose a major challenge in light of expected population and freight movement growth levels. However, while investments are made in transportation infrastructure, the safety and livability of communities in the Laredo MPO should be considered.

- Population** - The City of Laredo is the third most populated U.S. city on the U.S.-Mexico border. The city has a population of over 250,000. The cross-border Laredo-Nuevo Laredo Metropolitan Area has an estimated population of over 650,000. Based upon the most recently developed estimates, the population within the Metropolitan Planning Area Boundary is expected to grow from 277,466 in 2018 to 490,139 by 2050. The number of jobs in the Laredo MPO region are also expected to grow over the next 25 years. Employment is expected to grow from 104,067 in 2018 to 123,429 by 2050, with a rate of change of 0.6% per year. Growth in the past has been accommodated mainly thorough sprawl. The City of Laredo recognizes that for many reasons this type of growth is unsustainable. In order to plan for future growth in the region—a considerable share of which is expected to occur through infill and redevelopment—a more efficient allocation of transportation resources should be considered. There is an increased desire for multi-modal transportation alternatives, but facilities for walking, biking, and other options are lacking.

Figure 2-8 of the current MTP



Figure 2-8: Occupation Type



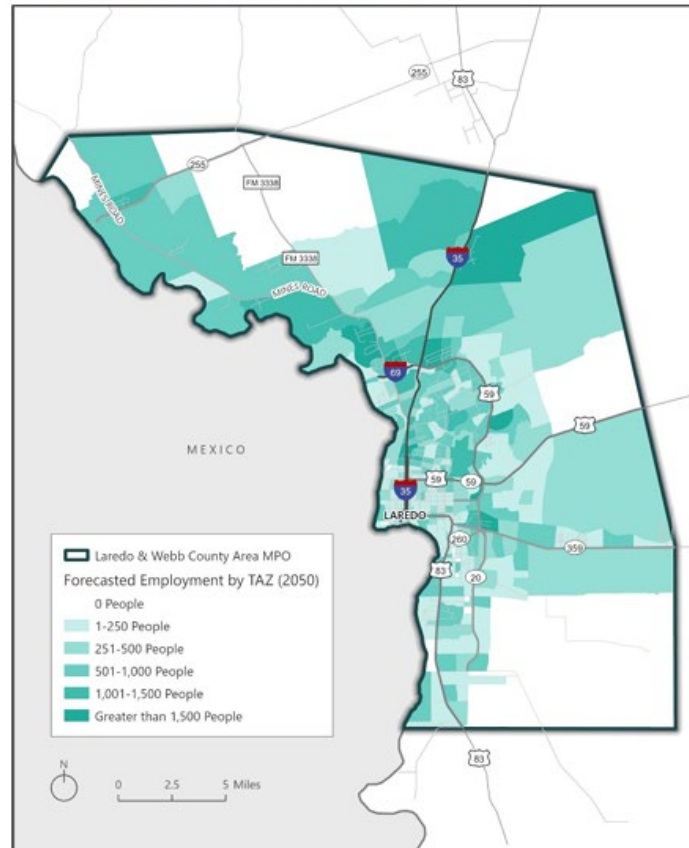
Using the travel demand model, employment was analyzed to identify and predict future employment growth by TAZ. **Figure 2-9** and **Figure 2-10** show employment distribution for 2018 and forecasted distribution for 2050. Growth in employment appears in most areas of the MPA, with the lowest amount of growth seen south of the City of Laredo and the highest to the north. Employment is expected to grow from 104,067 in 2018 to 123,429 by 2050, with a rate of change of 0.6% per year.

Figure 2-10 of the current MTP: Forecasted Employment by TAZ for 2050

Chapter 2: Socioeconomics



Figure 2-10: Forecasted Employment by TAZ for 2050



Source: TxDOT-TPP 2024 Validated Travel Demand Model.

- **Freight** - Recent projections indicate that the trade values of all outbound, inbound or internal types of freight movement are projected to be more than double than the current levels. Said growth will continue to add capacity burdens on the network. The Port of Laredo is the number 1 port in the nation among more than 450 airports, seaports and border crossing with over \$320 billion in total trade with the world in 2023 according to the U.S. Census Bureau.
- **Transit** - Key issues facing the transit system in the upcoming years include: fleet replacement, more bus routes, more frequency and less ridership compared to ridership levels prior to the pandemic.
- **More transit service needs** – The Comprehensive Operational Analysis (COA) of El Metro final report from December 2021, provided a great opportunity to understand the challenges facing El Metro today and developed recommendations to improve the system’s service, efficiency, and effectiveness and prepare Laredo for a bright future.



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

### ***Planning Emphasis Areas for the Laredo Webb County Metropolitan Planning Area***

- **Safety and Complete Streets**

LWCAMPO supports and endorses the design and development of Complete Streets; And, is committed to enhancing safe, accessible, and alternative modes of transportation in the region. LWCAMPO strives to help advance TxDOT's Safety Performance Measures (PM 1) Targets through its planning activities and project selection.

The MPO's Active Transportation Plan (ATP) includes a chapter dedicated to Complete Streets which outlines a set of recommendations and a sample Complete Streets Policy to assist with implementing safe roads for all users.

The MPO's Active Transportation Committee (ATC) has also discussed the need to implement a Complete Streets Policy at the local level and are exploring the development of a Complete Streets Policy for the MPO.

Recently, the Vision Zero Webb Laredo Comprehensive Safety Action Plan was adopted by the Regional Mobility Authority, LWCAMPO Policy Committee, and the Laredo City Council. LWCAMPO is a key partner in the region's efforts to achieve zero fatalities and serious injuries on our roadways by 2040 as recommended in the Vision Zero Webb Laredo Comprehensive Safety Action Plan.

- **Public Involvement**

As part of the LWCAMPO's Public Participation Plan (PPP) update in 2022, a set of outreach strategies, as well as virtual tools were recommended as necessary to ensure that all people in the community are able to participate and to be provided with opportunities to be involved in the decision-making processes, including individuals without access to the internet or computers and mobile devices.

LWCAMPO also evaluates said strategies using measures of effectiveness and continues to use its website and social media accounts to provide information of meetings and public comment opportunities, to meaningfully engage with the public and its stakeholders.

- **Data in Transportation Planning**

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

# **I. TASK 1 – ADMINISTRATION AND MANAGEMENT**

## **REMINDERS:**

- 1) Equipment purchases over \$10,000 must comply with 2 CFR §200.439: "Capital expenditures for special purpose equipment are allowable as direct costs, provided that items with a unit cost of \$10,000 or more have the prior written approval of the Federal agency or pass-through entity."
- 2) Out-of-state travel must be pre-approved by TxDOT according to 43 TAC §16.52(b)3: "The department will approve proposed travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning processes if the travel is funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the department."

## **A. OBJECTIVE**

To accomplish, on a continuing basis, budgeting and managing transportation planning activities in coordination with local, state and federal agencies. To conduct MPO Staff hiring process and to coordinate the professional development and training of such Staff. To coordinate plans and programs necessary to administer Federal transportation planning requirements and maintain the cooperative, comprehensive, and continuous (3-C) transportation planning process in and for the Laredo and Webb County Metropolitan Organization's planning area.

## **B. EXPECTED PRODUCTS**

The operation of the Metropolitan Planning Organization (MPO) including the following:

1. Administration of the LWCAMPO to include the updating of existing or the completion of new plans, studies, and reports.
2. Maintenance and amendments to the Unified Planning Work Program (UPWP) as required.
3. Fulfillment of planning objectives.
4. Supply/Equipment purchases.
5. Compliance with state and federal requirements.
6. Submitting recapitulation of costs for billings to Texas Department of Transportation (TxDOT).
7. Maintenance, updates and dissemination of the Public Participation Plan (PPP) and Title VI Program.
8. Travel for MPO Director and Staff to attend conference for staff development purposes.
9. Continuation of a proactive public involvement process.
10. Maintenance of LWCAMPO Website and Social Media.

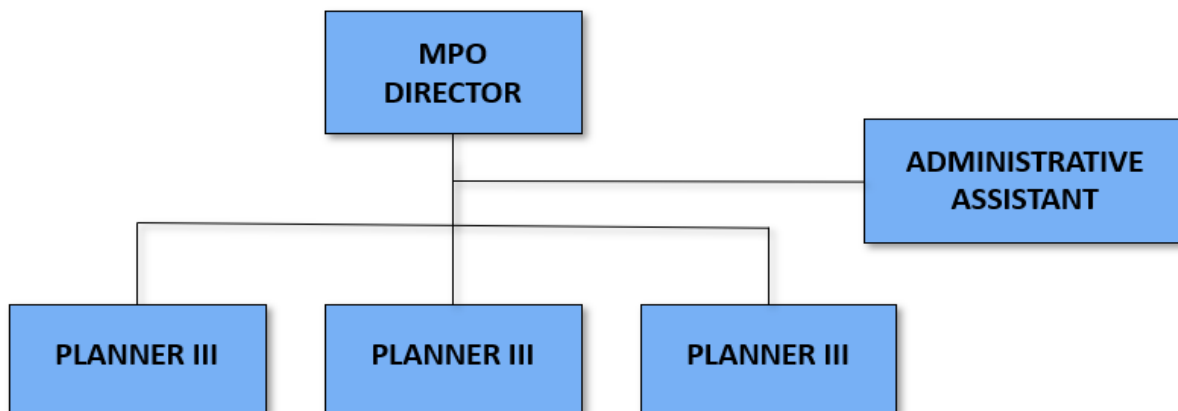
## C. PREVIOUS WORK

*The LCAMPO has remained fully staffed MPO since hiring a full-time Administrative Assistant and a Planner III in FY2023. The Organization has been able to accomplish all the required administrative duties. It has also allowed staff to work on the development and completion of new plans & studies, as well as updating of existing documents in-house.*

*The MPO staff has also continuously maintained and updated the MPO's website and social media.*

*Furthermore, it helped implement recommendations of the Active Transportation Plan. MPO staff participated in transportation related meetings, including the Webb County-City of Laredo Regional Mobility Authority (RMA), TEMPO and Texas Transportation Commission meetings.*

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



*The federally required Transportation Management Area (TMA) certification review for the Laredo MPO began on June 25<sup>th</sup>, 2024. Representatives of the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) were on-site for two consecutive days to conduct a review of our metropolitan transportation planning process. The representatives were meeting with MPO and TxDOT Staff as well as the Policy Committee Chair and Vice-Chair. Additionally, a one-hour roundtable listening session was held with select transportation and community stakeholders.*

*The MPO Staff has been able to work on the development and completion of new plans & studies, as well as updating of existing documents in-house. In addition, staff has continuously maintained and updated the MPO's website and social media pages. It has also implemented the recommendations of the Active Transportation Plan as well as participated of the Active Transportation Committee and other Transportation related meetings such as the Webb County-City of Laredo Regional Mobility Authority (RMA), Association of Texas Metropolitan Planning Organizations (TEMPO), and Texas Transportation Commission.*

***Also, the MPO has continued working with its fiscal agent, the City of Laredo, to achieve the goals of the MPO.***

***For example, in collaboration with the City of Laredo Purchasing Department, the MPO worked on the development of a 'Request for Qualifications' (RFQ) for the selection of a Professional Firm, to provide services for the 2025-2050 Metropolitan Transportation Plan (MTP) update. After evaluation of the submittals received, WSP USA Inc. was selected and awarded contract in the amount of \$376,504.25. The 2025-2050 Metropolitan Transportation Plan (MTP) update was adopted by Policy Committee in January 2025.***

***The MPO also developed a 'Request For Proposals' (RFP) to solicit submittals from qualified firms, to conduct a feasibility study to determine if microtransit is a viable service model for the Laredo public transportation provider, the Laredo Transit Management, Incorporated (LTMI) locally known also as "EL METRO", in Laredo, Texas. After evaluation of the submittals received, on May 15, 2024 the Goodman Corporation was selected and awarded a contract by Policy Committee for consulting services for the development of the Laredo Transit Management, Inc. Microtransit Feasibility Study in the amount of \$149,100.00. The study was completed in May 2025.***

***The MPO Staff has performed general administrative functions for the operation of the Organization that include processing requisitions, purchase orders, invoices, request for payments, etc. on a monthly basis. Also, the MPO Staff has processed, prepared and submitted monthly recapitulation of costs for billings to Texas Department of Transportation (TxDOT), as required.***

***It has also approved timecards and processed payroll documents. MPO Staff has also assisted with the coordination of public meetings as required by FHWA, FTA, the State and local government in the development of transportation planning documents, and reports. Both, the Technical and Policy Committee meetings were held on an ongoing basis to make appropriate revisions to documents and to approve programs including, but not limited to, the following:***

- ***2025-2050 Metropolitan Transportation Plan (MTP) Update***
- ***Public Participation Plan (PPP) update.***
- ***Transportation Improvement Program (TIP)***
- ***Title VI Civil Rights.***
- ***Unified Planning Work Program (UPWP) for FY2025 approval.***
- ***Planning Agreement revision.***
- ***MPO By-Laws/policy amendments.***

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

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

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

	TECHNICAL COMMITTEE (In-Person)	POLICY COMMITTEE (In-Person)	ACTIVE TRANSPORTATION COMMITTEE (In-Person/Virtual)	
1	9/10/2024	CANCELED	9/25/2024	Virtual
2	10/8/2024	10/16/2024	10/30/2024	Virtual
3	11/12/2024	11/20/2024	CANCELED DATE CHANGED	
4	No Meeting in December 2024	No Meeting December 2024	12/4/2024	In-Person
5	1/7/2025	1/15/2025	1/29/2025	Virtual
6	2/11/2025	2/19/2025	2/26/2025	In-Person
7	3/11/2025	3/19/2025	3/26/2025	Virtual
8	4/8/2025	4/16/2025	4/30/2025	In-Person
9	5/13/2025	5/21/2025	5/28/2025	Virtual
10	6/10/2025	6/18/2025	6/25/2025	Virtual
11	7/8/2025	7/16/2025	7/30/2025*	Virtual*
12	8/12/2025*	8/20/2025*	8/27/2025*	In-Person*

*\*As scheduled*

**LWCAMPO scheduled meetings for all the existing committees to meet once a month. To date, in FY 2025, the MPO has held a total of nine (9) Policy Committee meetings, ten (10) Technical Committee meetings, and nine (9) Active Transportation Committee meetings.**

**For FY2026, the MPO will consider the possibility of issuing an RFQ to select one or more General Planning Consultant(s) for on-call services to support the MPOs technical activities and tasks outlined in this UPWP.**

**The MPO Director and staff traveled to attend Transportation Planning related conferences, courses, seminars, and workshops such as the following:**

- **Annual Texas APA Conference held in Allen, Tx. (October 16–18, 2024)**
- **Texas Association of MPOs (TEMPO) Meeting for MPO Directors held in Georgetown TX. (December 12–13, 2024)**
- **Texas Association of MPOs (TEMPO) Meetings for MPO Directors held in Austin, Tx. (March 13–14, 2025)**
- **Texas Transportation Commission Meeting (March 27, 2025)**
- **2025 National Planning Conference held by the American Planning Association (APA) in Denver, Co. (March 29–April 1, 2025)**
- **2025 TA Set-Aside Call for Projects Workshop (in-person and virtual)**
- **Budget Preparedness Trainings**
- **Decisions Lens Trainings**

**The MPO Staff is scheduled to attend the following trainings/workshops/conferences:**

- **Performance Measures Training (May 20, 2025)**
- **APATX25 State Planning Conference in Bryan, Tx. (October 22-24, 2025)**
- **Spring 2025 STIP Workshop**



- **Basic Travel Demand Modeling Training**
- **ESRI Gulf Coast Conference**

**Furthermore, Staff prepared and submitted letters in support of grant applications related to transportation projects and requested by different agencies. The letters in support prepared are as follows:**

- **On October 16, 2024; a letter in support was prepared for the City of Laredo and its Colombia Solidarity International Bridge Expansion Project to the Office of Mexican Affairs WHA/MEX**
- **On May 21, 2025; a letter in support was prepared for the City of Laredo's grant application for \$1,500,000.00 to the 2026 Texas Parks and Wildlife Local Park Grant Program for the Lomas Del Sur Park.**

## **D. SUBTASKS**

### ***Subtask 1.1: Planning and General Administration***

This activity includes general administration, equipment inventory, maintaining financial records such as billings (recapitulation of costs) and invoices, preparation of budgets, managing of transportation planning funds and ensuring resources are spent appropriately. In addition, this subtask includes routine maintenance and amendments to the Unified Planning Work Program (UPWP) and to other transportation related plans and programs as required. It includes as well MPO staff hiring process coordination and payroll processing (timecards) for employee time worked under regular working hours as well as time off requested and approved as annual leave for vacation, sick leave, holidays, etc. This subtask covers general costs related to employee salaries and fringe benefits. Employee time can be charged to other UPWP tasks when employees are working on activities listed under the specific task; however, employee vacation and sick hours should be charged to UPWP Task 1. It includes as well, the cost of operating the MPO, that includes office lease if applicable, purchase/lease/rental of office furniture and equipment and, all expenses associated with the planning effort and products to be delivered within the UPWP. It also includes monitoring the completion of UPWP projects, audits, developing and distributing reports required by federal government or by the Policy Committee such as the Annual Performance and Expenditure Report (APER) that is prepared at the end of each fiscal year and the preparation of the Annual Listing of Obligated Projects (ALOP) in accordance with TxDOT policy and procedures for tasks that utilize FHWA and FTA planning funds. It also addresses interagency coordination, developing and implementing policies and guidelines necessities to carry out and maintain the 3C planning process, coordinating planning activities to include hosting and conducting public meetings and preparation of meeting minutes.

In FY 2026, the Laredo Webb County Area MPO will be hosting the quarterly TEMPO Executive Directors Meeting scheduled for September 25-26, 2025. MPO staff will be assisting with the coordination and logistics in order to host a successful TEMPO Executive Directors Meeting.

The 2.5% Safety/Complete Streets Set-Aside Funding programmed in this subtask will be used to cover personnel salaries and administrative costs to facilitate our Active Transportation Committee, Vision Zero Safety Action Plan implementation efforts, and Transportation Alternative Set-Aside (TASA) activities.

### ***Subtask 1.2: Professional Development, Travel and Training***

This activity supports staff development in the technical activities associated with the transportation planning process. This subtask includes providing staff development with adequate training, education, and travel (including out-of-state travel) to prepare and complete regional plans, studies, reports, etc. The MPO may organize training sessions for the Policy Committee, the Technical Committee, the Active Transportation Committee, any sub-committees, and for local governments and participating agencies. This task may also allow the MPO Director and staff to travel to attend appropriate conferences, courses, seminars, and workshops such as, but not limited to the following:

- Annual Texas APA Conference (APATX)
- American Association of State Highway and Transportation Officials (AASHTO)
- American Public Transportation Association (APTA)
- Association of Metropolitan Planning Organization (AMPO) Conference
- Border Trade Advisory Committee
- Environmental Systems Research Institute (ESRI) User Conference and other ESRI seminars
- National Planning Conference (NPC) held by the American Planning Association (APA)
- National Highway Institute (NHI)
- National Transit Institute (NTI)
- Texas Association of MPOs (TEMPO) held quarterly
- Texas Department of Transportation (TxDOT) Conferences/Trainings
- Texas Transportation Commission Meetings held monthly

For any Out-of-State travel, LWCAMPO will seek recommendation/approval from TxDOT prior to incurring any cost associated with the requested travel such as registration fees, booking of flights or lodging.

*Note: Out-of-state travel must be pre-approved by TxDOT according to 43 TAC §16.52(b): "The department will approve proposed travel outside the State of Texas by MPO staff and other agencies participating in the MPO planning processes if the travel is funded with federal transportation planning funds. The MPO must receive approval prior to incurring any costs associated with the actual travel (e.g., registration fee). This provision will not apply if the travel is at the request of the department."*

### ***Subtask 1.3: Public Participation Plan (PPP).***

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

### ***Subtask 1.4 – Computer Equipment, Furnishing and Office Supplies.***

This activity includes upgrades and/or additions of computer hardware and software equipment, furnishings, wireless internet contracts, provision of technical support for the network of computers, printers, plotters, iPads and other devices that support the efficiency of the MPO office operations. Computer hardware, software licenses and agreements, and/or equipment expenditures of Federal Planning funds over \$10,000 will receive prior approval from FHWA. This activity also includes the acquisition of furnishing and office supplies needed by personnel filling MPO staff roles. All City of Laredo

procurement process and Federal regulations will be followed during the purchase of all computer equipment, furnishing and/or office supplies. In FY 2026, LWCAMPO will purchase or lease a new office printer.

*NOTE: Equipment purchases over \$10,000 must comply with 2 CFR §200.439: "Capital expenditures for special purpose equipment are allowable as direct costs, provided that items with a unit cost of \$10,000 or more have the prior written approval of the Federal agency or pass-through entity."*

***Subtask 1.5 – Building Maintenance and/or Repairs.***

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

## E. FUNDING SUMMARY

**Table 1: Task 1 – FY 2026 Funding Summary Table**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>1</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>2</sup>
<b>1.1</b>	LWCAMPO	\$600,000	\$0	\$0	\$0	\$600,000	\$ 53,721
<b>1.2</b>	LWCAMPO	\$25,000	\$0	\$0	\$0	\$25,000	
<b>1.3</b>	LWCAMPO	\$10,000	\$0	\$0	\$0	\$10,000	
<b>1.4</b>	LWCAMPO	\$30,000	\$0	\$0	\$0	\$30,000	
<b>1.5</b>	LWCAMPO	\$10,000	\$0	\$0	\$0	\$10,000	
<b>Total</b>		<b>\$675,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$675,000</b>	<b>\$53,721</b>

<sup>1</sup> TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

<sup>2</sup> 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

## **II. TASK 2 - DATA DEVELOPMENT AND MAINTENANCE**

### **A. OBJECTIVE**

To participate in collecting, processing and analyze demographic and geographic data to include population forecasting, employment information and food deserts status. And, to maintain and update existing information necessary to develop and implement regional transportation plans and systems that support the Metropolitan Planning Organization's planning efforts.

### **B. EXPECTED PRODUCTS**

- Enhancement and regular updates to the MPO website
- Online interactive maps and data to help with performance-based planning and programming
- Create and maintain databases including traffic crash locations, roadway network information, bicycle counts, transit ridership, transit bicycle boardings, and demographic data.
- Maintenance and updates to the 2050 travel demand model as necessary
- Assist with travel demand model requests
- Mapping and data support will be provided for MPO plans, studies, and reports
- Mapping and data support as needed for stakeholder/partner activities
- Purchase of online software to support Transportation Improvement Program (TIP) development, project data management, and public involvement.

### **C. PREVIOUS WORK**

***LWCAMPO Staff continued updating its website on a regular basis not only to access meetings agendas, packets, public notices and other publications as they became available but also links for live stream access to the Policy Committee Meetings.***

***The MPO website was also frequently updated with online data and interactive maps to help with performance-based planning and programming. Also, MPO staff continued with creating and maintaining related databases including traffic crash locations, roadway network information, bicycle counts, and demographic data. Project maps were developed, retrieved and/or printed as new projects were approved or considered. Staff has provided data and mapping support for plans, studies, and reports. Staff continued to work with Texas Department of Transportation (TxDOT) and Texas Transportation Institute (TTI) representatives in the development of the 2018-2050 Travel Demand Model that was used in the development of the 2025-2050 Metropolitan Transportation Plan (MTP) Update.***

***LWCAMPO is in the process of updating the Congestion Management Process (CMP). MPO Staff in coordination with their consultant, collected, processed, and analyzed both the demographic and geographic data to help with performance-based planning & programming for all CMP related tasks. The aforementioned data bases included the following:***



- **Traffic crash count locations;**
- **Roadway network information;**
- **Bicycle counts; and**
- **Macro & Micro Demographic data (e.g. socioeconomic data at a regional and granular level)**

**CMP data collection was obtained via the following sources:**

- **Travel-time data**
  - **Collected from cellular and vehicle GPS devices through several available web-based software platforms**
- **LWCAMPO MPA Data**
  - **Obtained using the Regional Integrated Transportation Information System (RITIS) that is made available through the Texas Department of Transportation (TxDOT);**
  - **The Congestion Management Process Assessment Tool (COMPAT);**
  - **TxDOT Traffic Count Maps**
  - **The Statewide Trac Analysis & Reporting System (STARS II);**
  - **TxDOT – Laredo District Intelligent Transportation Systems (ITS); and**
  - **Texas A&M Transportation Institute (TTI) Mobility Report**

**The LWCAMPO Website was migrated to new Web Hosting Servicer in an effort to provide a better experience and ease of access to the public. The following steps were implemented during said migration process.**

- **Migrate the existing website to our server including database and existing plugins**
- **Install one duplicate copy on our development server with existing plugins & widgets**
- **Update WordPress to most current version. Update all existing plug-ins and widgets and ensure functionality and compatibility.**
- **Install fully functional website on Liquid’s live server. Ensure functionality.**
- **Request domain be pointed towards our IP address and have existing LMPO website go live on our server.**
- **Begin removing all inactive and non-essential plug-ins and widgets on duplicate site on our development server. The goal is to reduce plug-ins and reduce workaround installs to improve site health and functionality.**
- **Push changes to live server once the functionality and compatibility issues have been ensured, tested, and passed**
- **Begin general maintenance and support of website and provide technical assistance under the Website Maintenance and Support Agreement.**

**Additionally, the final step was the development and deployment of a fully upgraded LWCAMPO Website that includes:**

**Upgrade to the most current version of the content management system (CMS), i.e. WordPress, that includes the following improvements:**

**WordPress offers a wide range of themes and plugins to customize the look and feel of a website and add new functionalities.**

- **User-Friendly Interface**
  - **WordPress provides a simple and intuitive interface for creating and managing website content.**
- **Extensive Customization**
  - **WordPress offers a wide range of themes and plugins to customize the look and feel of a website and add new functionalities.**
- **Easy Integration**
  - **WordPress integrates well with various web services, including search engines, and social media platforms.**

## **D. SUBTASKS**

### ***Subtask 2.1: General Data Administration.***

This subtask allows for planning and administrative activities related to data development, maintenance, procurement, and contract management for the developing related performance measures and the following activities:

- a) General GIS: Specific activities will include reviewing and providing direction on the development and dissemination of geospatial databases on residential and commercial growth and transportation data; mapping databases supporting Laredo MPO programs; maintenance of the demographic and modeling databases of the MPO; develop and maintain the interactive web viewer for sharing GIS data on growth and projects; develop maps and materials for work group and public meetings; support MPO staff in the creation of plans, studies, and reports.
- b) Demographic Forecasting: Create a database of population and demographic statistics for the Laredo MPO and develop projections to be utilized for the MPO planning effort.
- c) Travel Demand Modeling: Coordinate with TxDOT on development and maintenance of updated travel demand models to be used for the TIP and other plans; refinements of in-house modeling capabilities; and regular updates of computer hardware, software, and necessary peripherals for supporting the demographic forecasting and travel demand modeling activities.
- d) Sidewalk Gap Analysis: To identify existing gaps in the current sidewalk network to help local officials prioritize strategic improvements based on key criteria. The sidewalk gap analysis is a recommendation of the Laredo & Webb County Active Transportation Plan adopted by the City of Laredo in February 2021. This analysis will continue to collect data to develop an inventory of sidewalks and network gaps, the development of prioritization criteria for sidewalk improvements, and recommendations.

### ***Subtask 2.2: Software for Transportation Improvement Program Data Management***

LWCAMPO will purchase a new online software to assist with development of the Transportation Improvement Program (TIP) and to maintain project data. The new software will allow MPO staff to better keep track of TIP amendments, project details, and will also feature an interactive option for the public to submit comments during public comment and review periods. The cost of the software entails the initial implementation and the cost of the license for one full year.

## E. FUNDING SUMMARY

**Table 2: Task 2 – FY 2026 Funding Summary Table**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>3</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>4</sup>
<b>2.1</b>	LWCAMPO	\$ 10,000	\$0	\$0	\$0	\$ 10,000	
<b>2.2</b>	LWCAMPO	\$ 35,000	\$0	\$0	\$0	\$ 35,000	
<b>Total</b>		<b>\$ 45,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$ 45,000</b>	

<sup>3</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

<sup>4</sup> 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

### III. TASK 3 - SHORT RANGE PLANNING

#### A. OBJECTIVE

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

#### B. EXPECTED PRODUCTS

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

#### C. PREVIOUS WORK

***MPO Staff worked on the development, revision and/or amendment of the Unified Planning Work Program (UPWP), the Transportation Improvement Program (TIP), the MPO By-Laws, and Title VI documentation as deemed necessary. Additionally, the MPO continued to provide staff support to all existing MPO committees and was able to assist in the implementation of activities related to the Metropolitan Transportation Plan (MTP) and the Active Transportation Plan (ATP).***

***MPO staff in collaboration with TxDOT and respective project managers continued working on the two (2) projects awarded with Transportation Alternative (TA) Set-Aside funds from the Call for Projects held in 2022.***

***MPO updated the Transportation Alternative Set-Aside Guidelines and project scoring criteria with assistance from the Active Transportation Committee in preparation for a new Call for Projects. The Technical Committee reviewed the updated guidelines and criteria. The Policy Committee authorized the 2025 TA Set-Aside Call for Projects and approved the application guidelines and funding levels on March 19, 2025.***

***MPO staff developed the 2025-2028 TIP in FY 2024, which was adopted by the MPO Policy Committee on June 20, 2024. In FY 2025, staff continues to assist with any necessary revisions to the 2025-2028 TIP as requested by project sponsors.***

***The MPO has remained a key stakeholder in the region's Vision Zero Webb Laredo Safety Action Plan recently adopted by the Regional Mobility Authority, LWCAMPO Policy Committee, and Laredo City Council. The Safety Action Plan was led by the Webb County City of Laredo Regional Mobility Authority and the City of Laredo through a Safe Streets and Roads for All Grant. The Director of the MPO served as the Chair of the Vision Zero Working group.***

***In observance of Pedestrian Safety Month, the Webb County-City of Laredo Regional Mobility Authority (RMA), the City of Laredo, and the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) together in collaboration with the Vision Zero Webb Laredo Safety Action Plan development team and Safe Transportation Advisory Council wanted to elevate awareness for pedestrians and crashes that are preventable. Therefore, on October 28, 2024, a ceremony was held to Proclaim October as: Walktober Pedestrian Safety Month. Also, a Proclamation Ceremony was held on May 8th, 2025, by the City of Laredo and the MPO Active Transportation Committee, proclaiming May as National Bike Month in Laredo. Aligned with the MPO's mission and efforts of the Active Transportation Committee, LWCAMPO continued to advocate for safe, accessible, and alternate modes of transportation. MPO staff further participated by preparing a calendar of events held during the month of May in an effort to create awareness and promoting bike riding as an alternate mode of transportation.***

## **D. SUBTASKS**

### ***Subtask 3.1: General Administration (Short-Range Planning).***

This subtask allows for MPO staff support for administrative activities related to short-range planning, including the development and management of agency contracts; procurement, development and management of consultant contracts for projects in Task 3; and the review and processing of monthly billings for work related to Task 3. Specific activities will include, but are not limited to the update and/or revision of the Transportation Improvement Program (TIP), the Unified Planned Working Program (UPWP), MPO By-laws, the Public Transportation Agency Safety Plan (PTASP), the Public Participation Plan (PPP), and Title VI documents. This subtask also includes public outreach activities such as video production, developing website information, writing articles, developing other printed materials, and public meeting facilitation as needed. The 2.5% Safety/Complete Streets Set-Aside Funding programmed in this subtask will be used for outreach activities and necessary meeting expenses related to the MPO's Active Transportation Committee, Transportation Alternatives Set-Aside Call for Projects, and Vision Zero implementation activities.

### ***Subtask 3.2: Planning Assistance***

This subtask will allow the MPO staff to provide planning assistance to entities within the MPO planning area boundary such as El Metro Transit, City of Laredo, Webb County, and City of Rio Bravo. This may include items such as data sharing, mapping, and general transportation planning activities. This task will also include transit planning activities to support El Metro and can include grant development support and technical assistance. The 2.5% Safety/Complete Streets Set-Aside Funding programmed in this subtask will be used to help in the coordination ensuring project delivery of projects programmed with Transportation Alternative Set-Aside (TASA) funding (Category 9 funds), and support project sponsors in coordination with TxDOT as necessary through the AFA and project development process.

## E. FUNDING SUMMARY

**Table 3: Task 3 – FY 2026 Funding Summary Table**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>5</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>6</sup>
<b>3.1</b>	LWCAMPO	\$6,000	\$0	\$0	\$0	\$6,000	\$2,500
<b>3.2</b>	LWCAMPO	\$6,000	\$0	\$0	\$0	\$6,000	\$2,500
<b>Total</b>		<b>\$12,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$12,000</b>	<b>\$5,000</b>

<sup>5</sup> TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

<sup>6</sup> 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.



## **IV. TASK 4 - METROPOLITAN TRANSPORTATION PLAN**

### **A. OBJECTIVE**

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

### **B. EXPECTED PRODUCTS**

MPO Staff is expected to assist in the continual revision of the existing Metropolitan Transportation Plan (MTP) as well as prepare for the development of the next plan update due in 2030 to conform to state and federal requirements. This will include working with Texas Transportation Institute (TTI) and the Texas Department of Transportation (TxDOT) to update the Travel Demand Model (TDM). Additionally, the Congestion Management Process (CMP) will continue to be updated as needed. This will include system-level monitoring and strategy evaluation.

### **C. PREVIOUS WORK**

***MPO staff assisted in the continuous revision of the 2020-2045 Laredo Metropolitan Transportation Plan which was adopted on January 21, 2020. Since, date of adoption, MPO staff prepared and coordinated a total of twelve (12) revisions to the document as follow:***

- ***Revision #1 on April 20, 2020, through Resolution No. MPO 2020-05.***
- ***Revision #2 on June 15, 2020, through Resolution No. MPO 2020-07.***
- ***Revision #3 on February 22, 2021, through Resolution No. MPO 2021-02.***
- ***Revision #4 on April 19, 2021 as an Administrative Modification.***
- ***Revision #5 on February 8, 2022, through Resolution No. MPO 2022-03.***
- ***Revision #6 on October 19, 2022, through Resolution No. MPO 2022-09.***
- ***Revision #7 on January 18, 2023, through Resolution No. MPO 2023-02.***
- ***Revision #8 on July 19, 2023, through Resolution No. MPO 2023-09.***
- ***Revision #9 on November 15, 2023, through Resolution No. MPO 2023-13.***
- ***Revision #10 on January 17, 2024, through Resolution No. MPO 2024-02.***
- ***Revision #11 on June 20, 2024, through Resolution No. MPO 2024-09.***
- ***Revision #12 on November 20, 2024, through an Administrative Modification.***

***Throughout FY 2025, in collaboration with WSP, Inc. (consultants) LWCAMPO staff continued working on the development of the 2025-2050 Metropolitan Transportation Plan (MTP). Staff met with consultants on a bi-weekly basis for project status updates and to ensure progress. The 2025-2050 MTP development activities included ongoing public engagement both in-***

***persona and virtually. A public meeting was held in May of 2024 and in November 2024. Also, some of the tasks were performed internally and some were solely done by the consultant. As part of these tasks, the MPO Staff with the assistance of WSP worked closely in association with the Texas Transportation Institute (TTI) and the Texas Department of Transportation (TxDOT) to update the Travel Demand Model and the Congestion Management Process (CMP) was updated as needed in preparation for the next MTP update.***

***On November 12, 2024; the Technical Committee discussed and recommended approval to initiate a (20)-day public review and comment period for the final draft of the 2025-2050 Metropolitan Transportation Plan (MTP) document.***

***Furthermore, on November 20th, 2024; an agenda item with the completed document was presented to the Policy Committee to receive public testimony and initiate a 20-day public review and comment period for the 2025-2050 Metropolitan Transportation Plan (MTP). A representative from WSP USA, Inc. made a brief presentation to the Policy Committee and the Committee motioned to approve the item.***

***A second Public Meeting was held on Thursday, November 21st, 2024 at the local Main Public Library. The event was well attended by members of different transportation related and public safety agencies, transportation engineers and developers, private sector representatives and individuals from the general public. WSP USA, Inc and MPO Staff made a presentation on the development of the MTP document and the project selection proposed to be included in the plan. All the attendees had the opportunity to participate in the discussion and provide their input.***

***The final 2025-2050 Metropolitan Transportation Plan was adopted by the LWCAMPO Policy Committee on January 15, 2025.***

***The MPO staff updated the Laredo 2050 Travel Demand Model (TDM) and CMP, respectively, throughout the development and adoption process of the 2025-2050 Metropolitan Transportation Plan (MTP). This process included the development of a coordinated program for collecting (and/or sharing) data for the purpose of monitoring system performance. Examples of said data includes but was not limited to:***

- Traffic Volume Counts***
- Speed & travel-time data***
- Intelligent Transportation Systems (ITS) and Operations data***
- Transit data***
- Bicycle & Pedestrian data***
- Crash data***
- Travel Surveys***

## **D. SUBTASKS**

### ***Subtask 4.1: Metropolitan Transportation Plan (MTP) Revisions***

The current 2025-2050 MTP and TIP will continue to be reviewed and amended in order to comply with federal and state requirements as needed. Specifically, the review and amendments will address and achieve conformity with all FAST Act and IIJA requirements. The existing MTP will also be updated to conform to state and federal requirements. Staff will continue to monitor the implementation of the MTP and assist with any necessary amendments to the MTP.

### ***Subtask 4.2: 2025-2050 Metropolitan Transportation Plan (MTP) Outreach & Implementation***

LWCAMPO staff will provide presentations to stakeholders for outreach and education about key topic within the MTP. Staff will also support the implementation of projects and recommendations included in the 2025-2050 MTP through project development coordination and activities with relevant stakeholders.

## E. FUNDING SUMMARY

**Table 4: Task 4 – FY 2026 Funding Summary Table**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>7</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>8</sup>
<b>4.1</b>	LWCAMPO	\$5,000	\$0	\$0	\$0	\$5,000	
<b>4.2</b>	LWCAMPO	\$10,000	\$0	\$0	\$0	\$10,000	
<b>Total</b>		<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>	

<sup>7</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

<sup>8</sup> 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

## **V. TASK 5 - SPECIAL STUDIES**

### **A. OBJECTIVE**

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

### **B. EXPECTED PRODUCTS**

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

### **C. PREVIOUS WORK**

#### **Long Range Freight Mobility Plan**

***A draft Request for Proposals (RFP) has been completed by MPO staff. Given the focus on the 2025-2050 MTP in FY 2024 and the beginning of FY 2025, the MPO has not yet released the RFP for the Long-Range Freight Mobility Plan. Additionally, during the TMA Certification Review, it was recommended that the scope of the Freight Mobility Plan be carefully reviewed and shared with additional stakeholders before proceeding.***

***It is the goal of the MPO to initiate this study in FY 2026.***

#### **Microtransit Feasibility Study (Conducted by Consultant).**

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

***The Microtransit Feasibility Study was authorized in the FY2024 and FY2025 Unified Planning Work Program (UPWP). A total of \$150,000 were allocated in the LWCAMPO FY2024 UPWP and FY2025 UPWP and was funded with the MPO's Transportation Planning Funds.***

***The scope of work was to conduct a feasibility study if microtransit was a viable service model for LTMI also known as El Metro transit. Therefore, LWCAMPO prepared technical proposals in accordance with the goals, objectives, requirements, format, and guidelines presented in the Request for Proposals (RFP) FY24-042 for the Laredo Transit Management, Incorporated (LTMI) Microtransit Feasibility Study. The ideal consultant had to be familiar with transit operations, administration and budgeting; identifying transit rider demand; determining***

***transit service areas; developing transit service implementation plans; and had experience with, or are familiar with, microtransit services. This would include familiarity with the Federal Transit Administration (FTA) Section 5307, 5310 and 5339 Grant Program funds.***

***MPO Staff assembled an evaluation committee which consisted of various stakeholders from the LWCAMPO Technical Committee as stated in the RFP. The evaluation committee members reviewed and scored the proposals. A total of four (4) proposals successfully responded to the request. One (1) proposal was disqualified for not following submittal instructions.***

***On May 2024, the MPO Policy Committee approved to award a contract to the Goodman Corporation for a microtransit feasibility study to explore the possibility having a new "Microtransit" transportation service in areas to complement the fixed route system. The contract was executed on August 12, 2024 in the amount of One Hundred Forty-Nine Thousand and One-Hundred Dollars (\$149,100) as compensation for the services to be performed under this contract. The study was initiated on August 23, 2024 and a kick-off meeting with the consultants along with MPO and El Metro staff was held on September 5th, 2024. The MPO continued to meet with El Metro and the consultants every other week to discuss the project's progress. The study was expected to last approximately 9 months.***

***The final report was presented to the Mass Transit Board on May 19<sup>th</sup>, 2025 and to the MPO Policy Committee on May 21, 2025.***

***The study was completed in May 2025 as scheduled.***

## **D. SUBTASKS**

### **Subtask 5.1: Long Range Freight Mobility Plan**

In 2025, the Laredo and Webb County MPO intends to partner with the Webb County – City of Laredo Regional Mobility Authority (RMA) and the City of Laredo to develop a Long-Range Regional Freight Mobility Plan. The MPO will likely partner with the RMA and the City of Laredo to share the costs and carry out the Freight Mobility Plan with the help of the RMA's general engineering consultant. MPO staff in coordination with the consultants and partners will facilitate public meetings and will be share responsibility in overseeing the implementation of the plan. It will be a regional comprehensive mobility plan that will provide project partners both, public and private with a series of short-term and long-term strategies and guidance for strategic processes and policies to guide future investments for facilitate the mobility of truck and rail freight movements with and through the City of Laredo and Webb county.

The Long-Range Freight Mobility Plan will evaluate freight movement in the study area in order to identify freight mobility needs and challenges, develop goals and objectives to improve goods movement, evaluate the impact of freight movement on the regional economy, identify freight transportation facilities and investments necessary for economic growth, define freight policies and programs, and provide recommendations for short, mid-range and long-term recommendations for infrastructure improvements. Also, it must consider the projected future growth of the area, key economic variables that are driving regional freight land use, job growth and workforce development scenarios, current and potential federal legislation requirements, and the Statewide Strategic Rail Plans for performance measurement strategies and freight/air sector investments. The Plan must include a set of strategies to guide and



facilitate regional and local agencies in the implementation of plan's findings and recommendations in both the short (3 to 5 year) and long term (6-25 years).

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

***Subtask 5.2: South Laredo Transportation Planning Study***

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

## E. FUNDING SUMMARY

**Table 5: Task 5 – FY 2026 Funding Summary Table**

Subtask	Responsible Agency	Transportation Planning Funds (TPF) <sup>9</sup>	FTA Section 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>10</sup>
<b>5.1</b>	LWCAMPO	\$250,000	\$0	\$0	\$0	\$250,000	
<b>5.2</b>	LWCAMPO	\$250,000	\$0	\$0	\$0	\$250,000	
<b>Total</b>		<b>\$500,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$500,000</b>	

<sup>9</sup> TPF – This includes both FHWA PL-112 and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

<sup>10</sup> 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

## BUDGET SUMMARY

**Table 6: 1-Year Funding Summary - FY 2026**

UPWP Task	Description	TPF <sup>11</sup>	FTA Sect. 5307 Funds	Other Federal Funds	Local Funds	Total Funds	Amount of 2.5% Safety/Complete Streets Set-Aside Funding <sup>12</sup>
1.0	Administration – Management	\$675,000	\$0	\$0	\$0	\$675,000	\$53,721
2.0	Data Development and Maintenance	\$ 45,000	\$0	\$0	\$0	\$ 45,000	
3.0	Short Range Planning	\$12,000	\$0	\$0	\$0	\$12,000	\$5,000
4.0	Metropolitan Transportation Plan	\$15,000	\$0	\$0	\$0	\$15,000	
5.0	Special Studies	\$500,000	\$0	\$0	\$0	\$500,000	
<b>Total</b>		<b>\$1,247,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,247,000</b>	<b>\$58,721</b>

Combined Authorized TPF (WO 1 and WO 2) for FY 2026	\$629,990.87
Estimated Unexpended TPF Carryover (WO 3) from Previous FYs	\$2,000,000
<b>TOTAL TPF AVAILABLE for FY 2026</b>	<b>\$2,629,990.87</b>

<sup>11</sup> TPF – This includes both FHWA PL-112 (including the 2.5% Safety/Complete Streets Set-Aside) and FTA Section 5303 Funds. TxDOT will apply transportation development credits sufficient to provide the match for TPF. As the credits reflect neither cash nor work hours, they are not reflected in the funding tables.

<sup>12</sup> 2.5% Safety/Complete Streets Set-Aside – This funding must come from the PL funds within TPF.

# APPENDIX A

## Laredo & Webb County Area MPO Policy Committee Membership

VOTING MEMBERS		
Honorable Dr. Victor D. Treviño	Mayor – Chairperson	City of Laredo
Honorable Tano E. Tijerina	Judge – Vice Chairperson	Webb County
Honorable Ricardo Rangel Jr.	Councilmember	City of Laredo
Honorable Ruben Gutierrez, Jr.	Councilmember	City of Laredo
Honorable Vanessa Perez	Councilmember, Mayor Pro Tempore	Laredo Mass Transit Board
Honorable John Galo	Commissioner	Webb County
Honorable Jesse Gonzalez	Commissioner	Webb County
Jed Brown	Member At Large	Regional Mobility Authority
Epigmenio “Epi” Gonzalez, P.E.	District Engineer	TxDOT
EX-OFFICIO NON-VOTING MEMEBERS		
Honorable Judith Zaffirini	Senator - District 21	State of Texas
Honorable Richard Raymond	Representative - District 42	State of Texas
Honorable Don McLaughlin	Representative- District 80	State of Texas

## Technical Advisory Committee (TAC) Membership

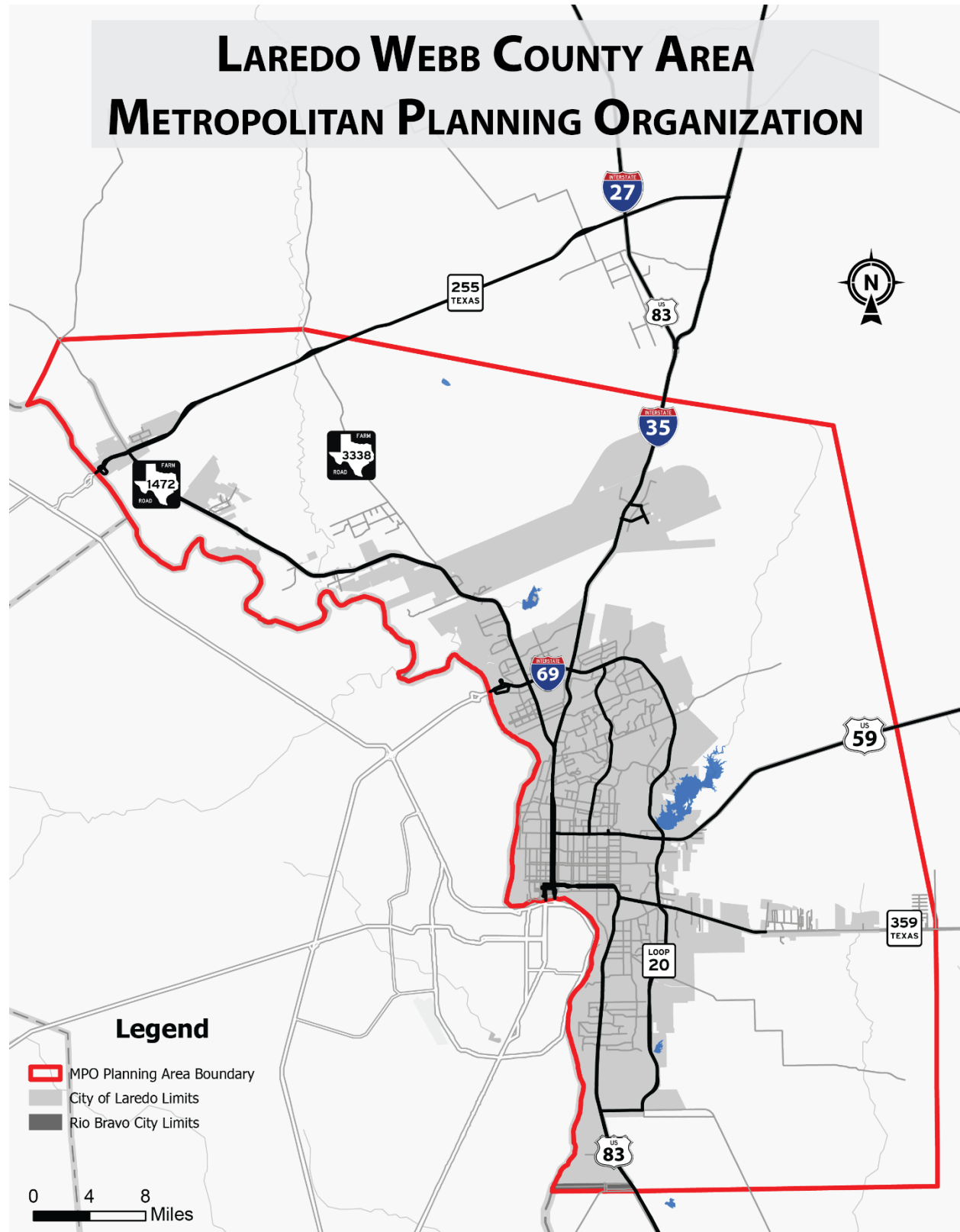
MPO Representative:
MPO Director (Chairperson)
1. City Representatives:
Laredo City Planner
The General Manager of the City Transit System
Laredo Director of Traffic Safety
Laredo Airport Manager
Laredo City Engineer
Laredo Bridge Director
2. County and Regional Representatives:
Webb County Planning Director
South Texas Development Council Executive Director
The General Manager of the Rural Transit System
Webb County Engineer
Webb County-City of Laredo Regional Mobility Authority Representative
3. State Representatives:
TxDOT Planning Representative (Vice-Chairperson)
TxDOT Planning Representative
TxDOT Area Engineer
TxDOT Transportation Planning and Programming (TPP) Field Representative
4. Federal Representatives:
FHWA Planning Representative (Austin)
5. Private Sector Representatives:
A representative of the Kansas City Southern Railway Company
A representative of the Union Pacific Railroad Company
A representative of the Laredo Transportation Association
A Transportation Provider Representative who shall also serve on the Laredo Transportation Advisory Committee
6. School System Representatives:
A representative of the Laredo Independent School District
A representative of the United Independent School District
A representative of Texas A&M International University
A representative of Laredo College

## LAREDO & WEBB COUNTY AREA MPO (LWCAMPO) Staff

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

## APPENDIX B

### Metropolitan Planning Area Boundary Map



# APPENDIX C

## Debarment Certification

### (Negotiated Contracts)

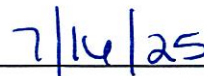
- (1) The Laredo & Webb County Area Metropolitan Organization **MPO** as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:
- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions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

\*federal, state or local



**Dr. Victor D. Treviño**

Chairperson, MPO Policy Committee  
City of Laredo Mayor



**Date**



## APPENDIX D

### Lobbying Certification

The undersigned certifies to the best of their knowledge and belief, that:

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

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



**Dr. Victor D. Treviño**

Chairperson, MPO Policy Committee  
City of Laredo Mayor

7/14/25

**Date**

## APPENDIX E

### Certification of Contract and Procurement Procedures Compliance

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



**Dr. Victor D. Treviño**

Chairperson, MPO Policy Committee  
City of Laredo Mayor

7/14/25

**Date**

**Attest:**



Juan S. Mendive, AICP  
MPO Director

# APPENDIX F

## Certification of Internal Ethics and Compliance Program

I, Dr. Victor D. Treviño, Chairperson of the Laredo Policy Committee, a duly authorized officer/representative of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) do hereby certify that the forenamed MPO has adopted and does enforce an internal ethics and compliance program that is designed to detect and prevent violations of law, including regulations and ethical standards applicable to this entity or its officers or employees and that the internal ethics and compliance program satisfies the requirements of 43 TAC § 31.39 "Required Internal Ethics and Compliance Program" and 43 TAC § 10.51 "Internal Ethics and Compliance Program" as it may be revised or superseded.



**Dr. Victor D. Treviño**

Chairperson, MPO Policy Committee

City of Laredo Mayor

7/14/25

**Date**

**Attest:**



Juan S. Mendive, AICP

MPO Director