



MPO Primer



December 2025

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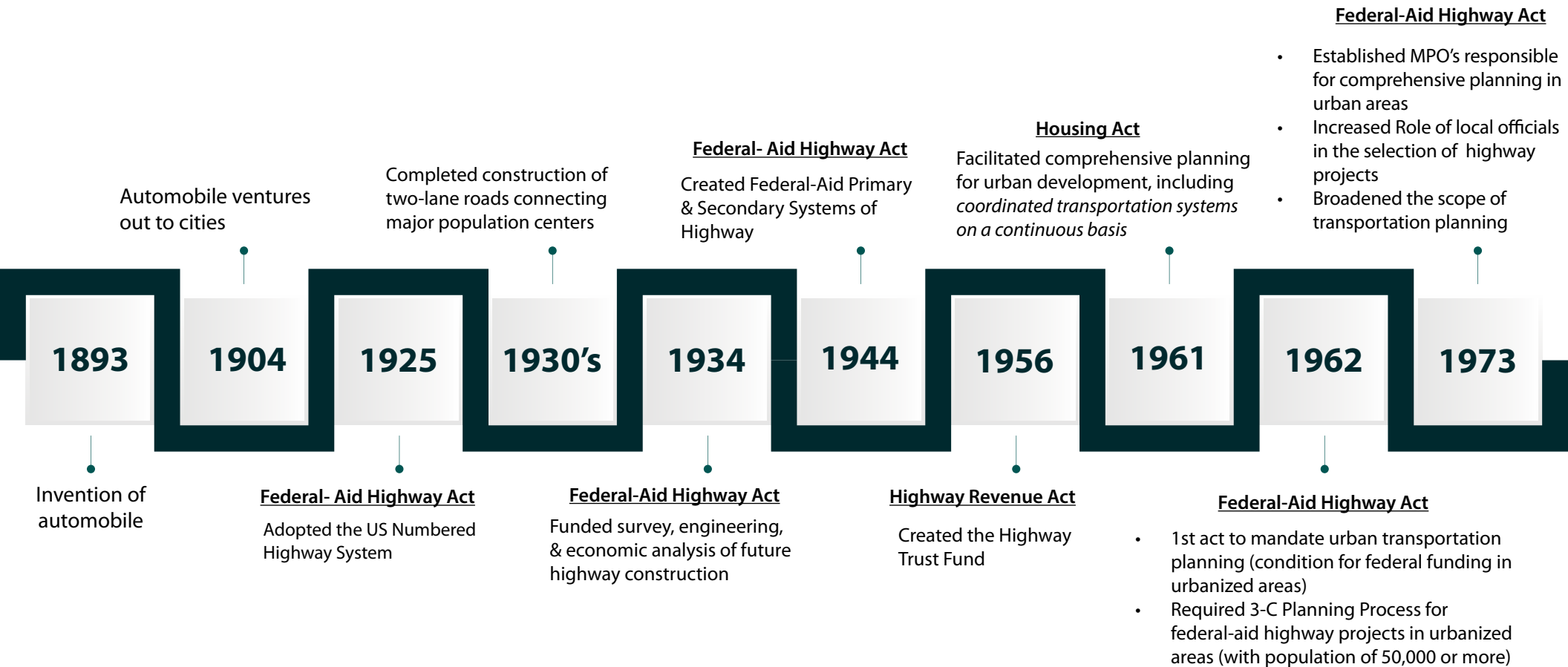
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Evolution of Transportation Planning



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 MPOs 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 24 MPOs 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

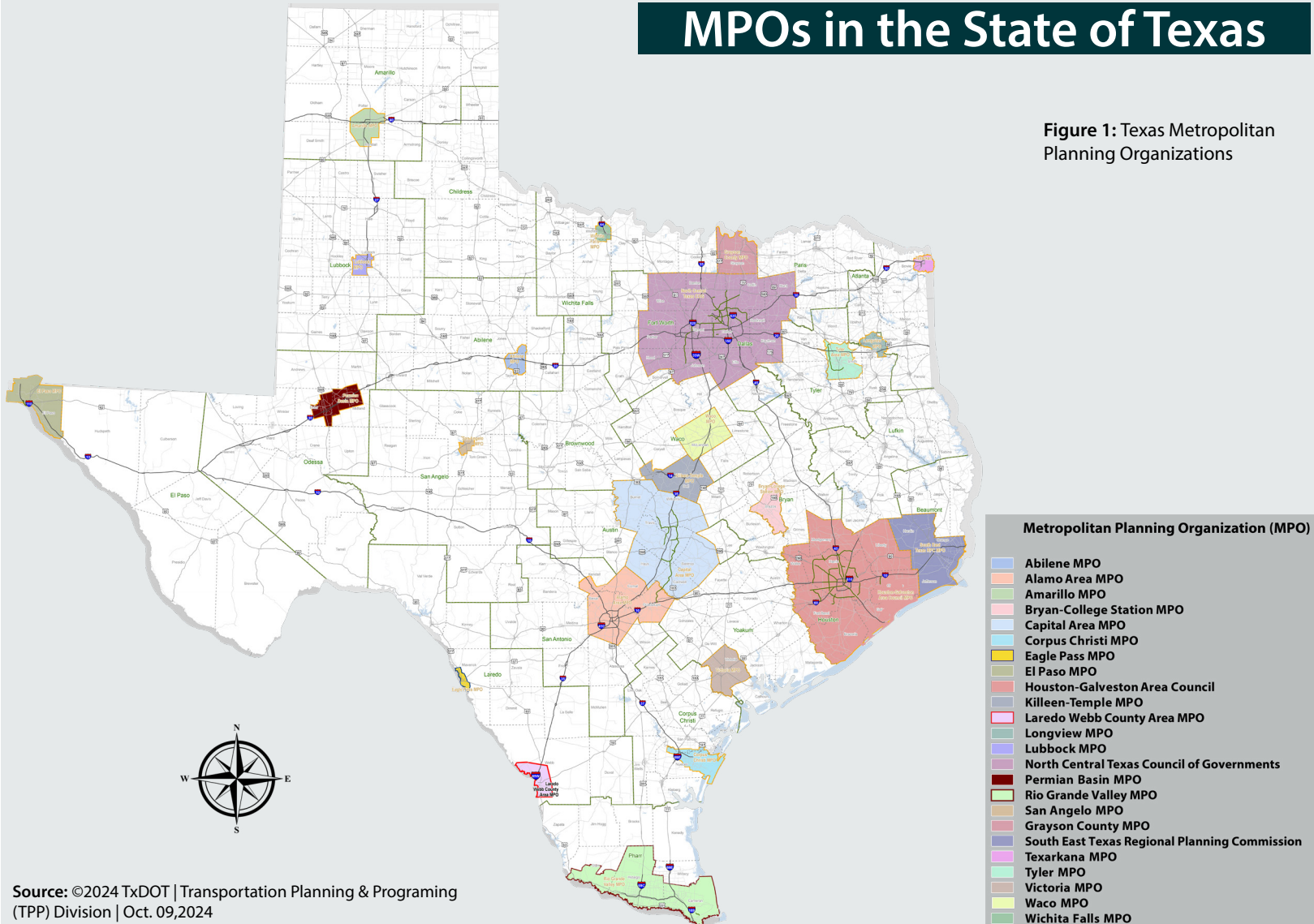
4



Primarily funded by the federal government

MPOs in the State of Texas

Figure 1: Texas Metropolitan Planning Organizations



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*.

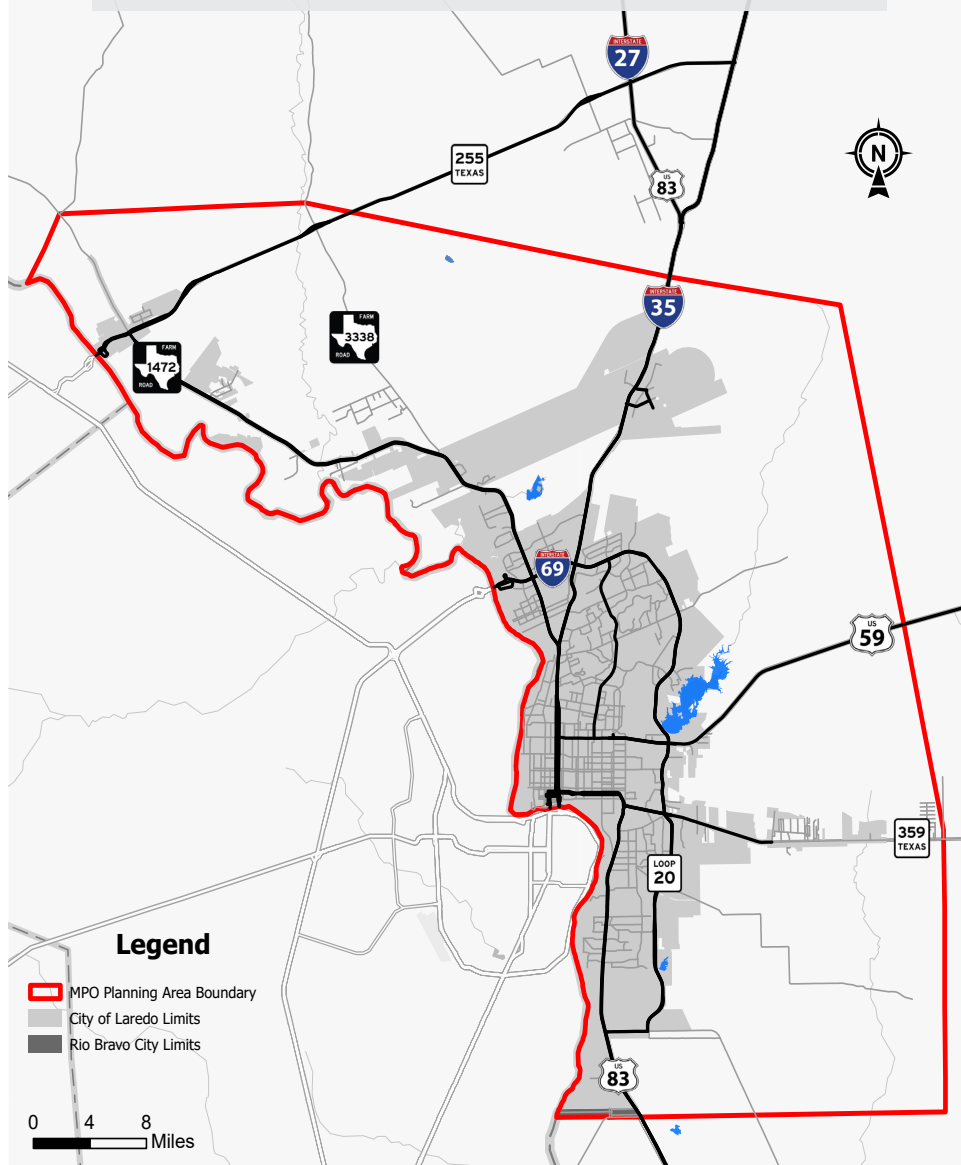
How do MPOs & TMA Relate?

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 (UZA), 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. MPOs 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, agency officials 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)



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

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



- ♦ 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



- ♦ Webb County Planning Director
- ♦ South Texas Development Council
- ♦ Regional Planning Director
- ♦ The Gen. Manager of the Rural Transit System
- ♦ Webb County Engineer

State Representatives



- ♦ TxDOT Planning Rep. (Vice-Chairperson)
- ♦ TxDOT Planning Rep.
- ♦ TxDOT Area Engineer
- ♦ TxDOT TPP Field Rep.

Federal Representative



- ♦ FHWA Planning Rep. (Austin)

Private Sector Representative



- ♦ 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



- ♦ 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)

LWCAMPO SUBCOMMITTEE: THE ACTIVE TRANSPORTATION COMMITTEE (ATC)

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).

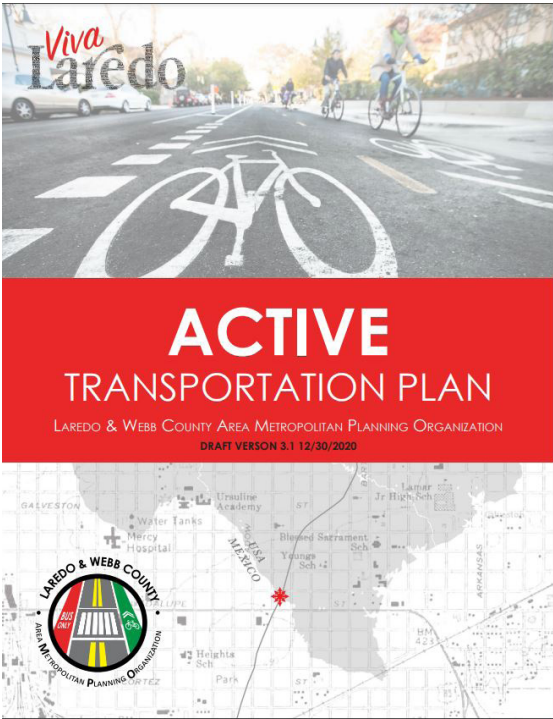
Note: As mentioned in [Part III — The Bipartisan Infrastructure Law \(BIL\)](#), the BIL will include housing considerations in the metropolitan transportation planning process, including—

- ◆ Adding affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan; and [§ 11201(d)(4)(B); 23 U.S.C. 134(i)(6)(A)]

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.



PART 2:

THE TRANSPORTATION PLANNING PROCESS: RESPONSIBILITIES 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."

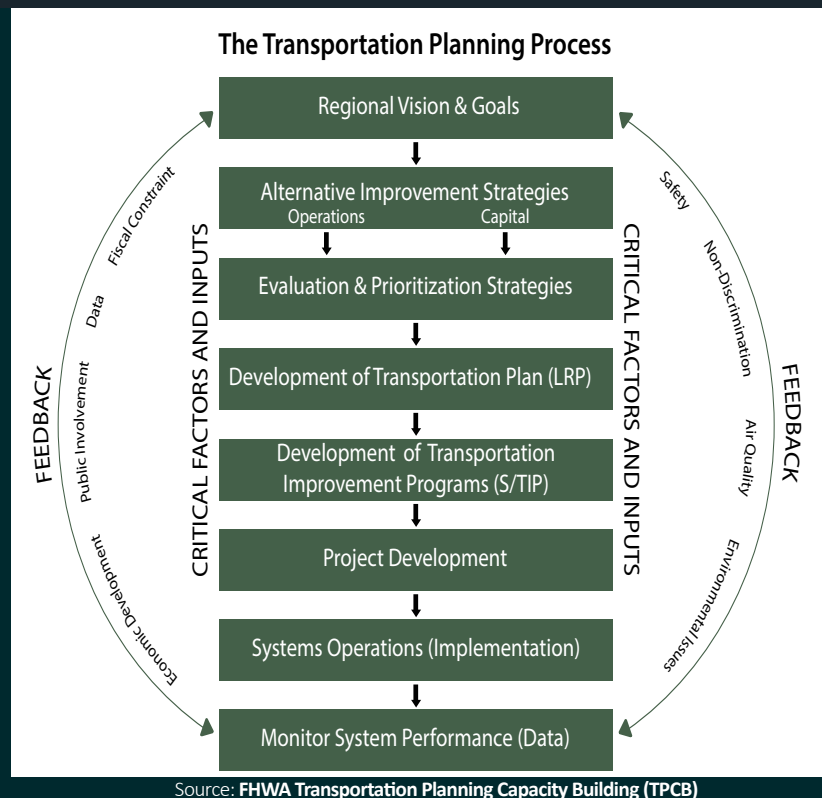
—U.S. Department of Transportation (USDOT) Transportation Toolkit

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



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

MPOs 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).

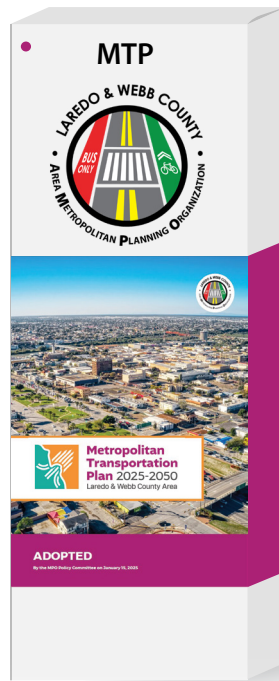
- ◆ CMP identifies actions and strategies for reducing congestion and improving mobility (for consideration of inclusion in the MTP and TIP)
- ◆ In TMAs, MPOs play a lead role project selection for most program funding categories

STATEWIDE & MPO TRANSPORTATION PLANNING PRODUCTS

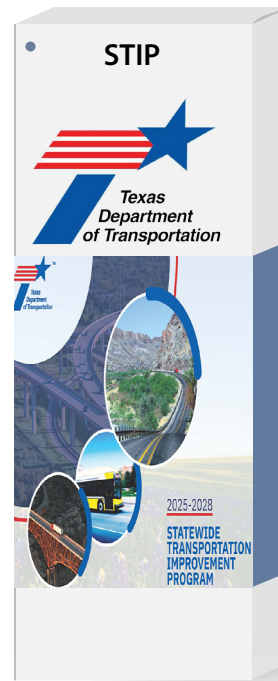
Statewide Long Range Transportation Plan



Metropolitan Transportation Plan



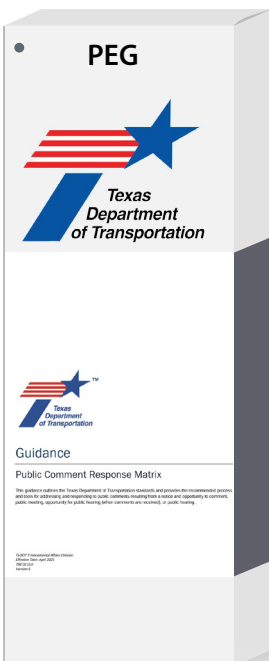
Statewide Transportation Improvement Plan



Transportation Improvement Program



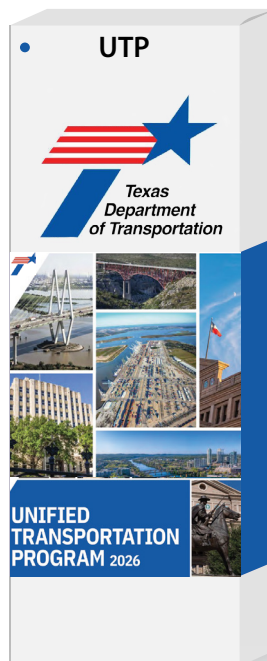
Public Engagement Guidance



Public Participation Plan



Unified Transportation Plan



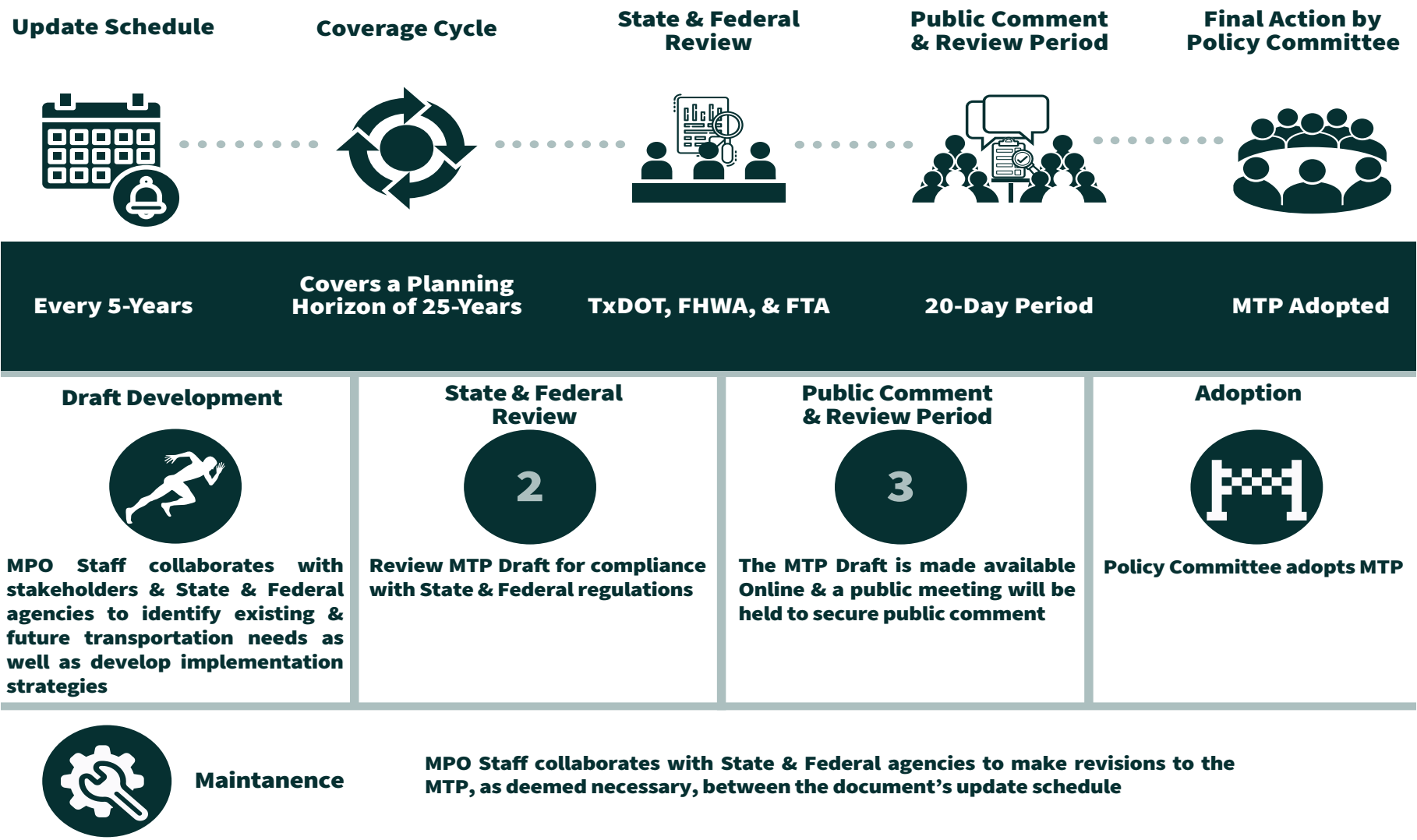
Unified Planning Work Program



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.

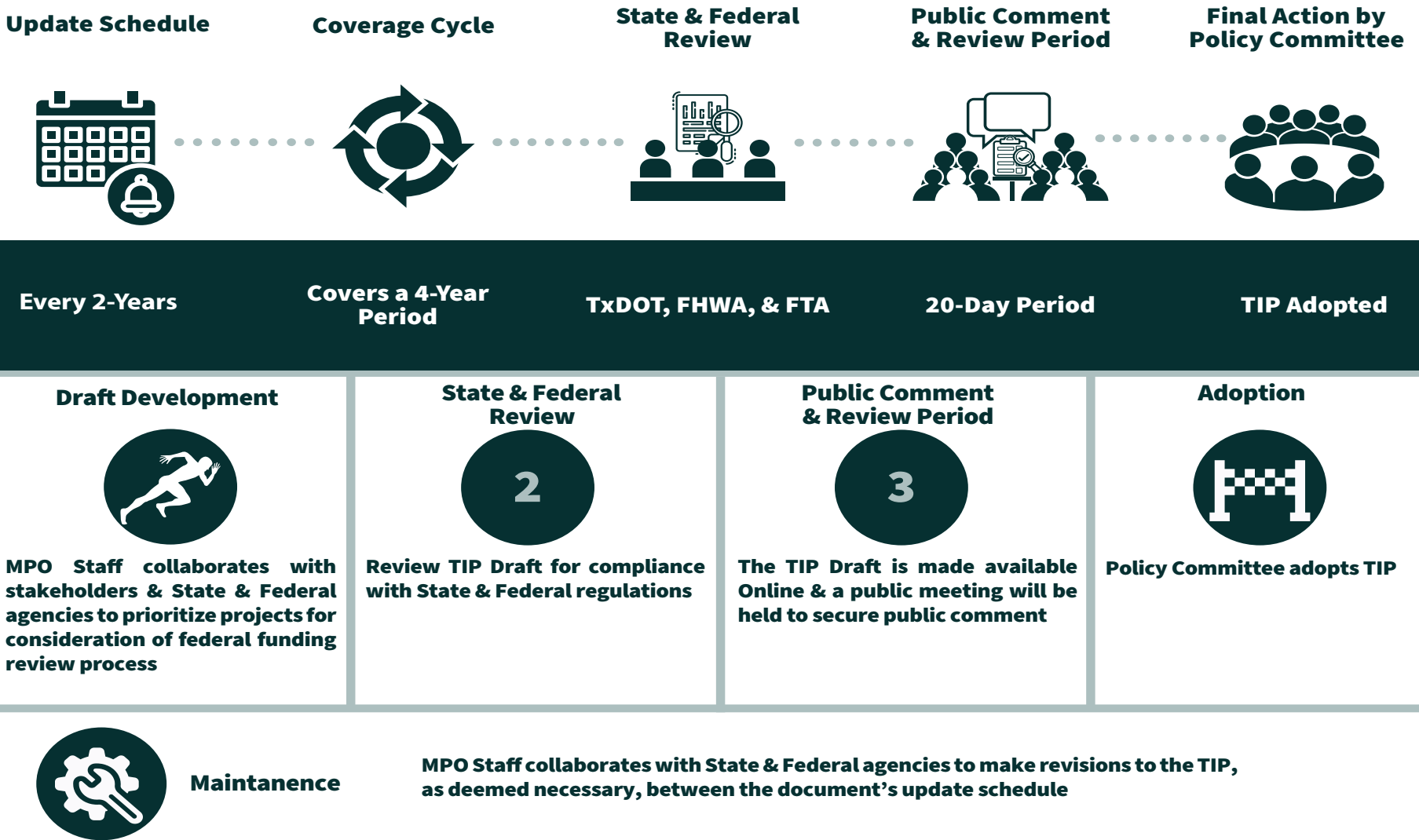
MTP Developmental Summary



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

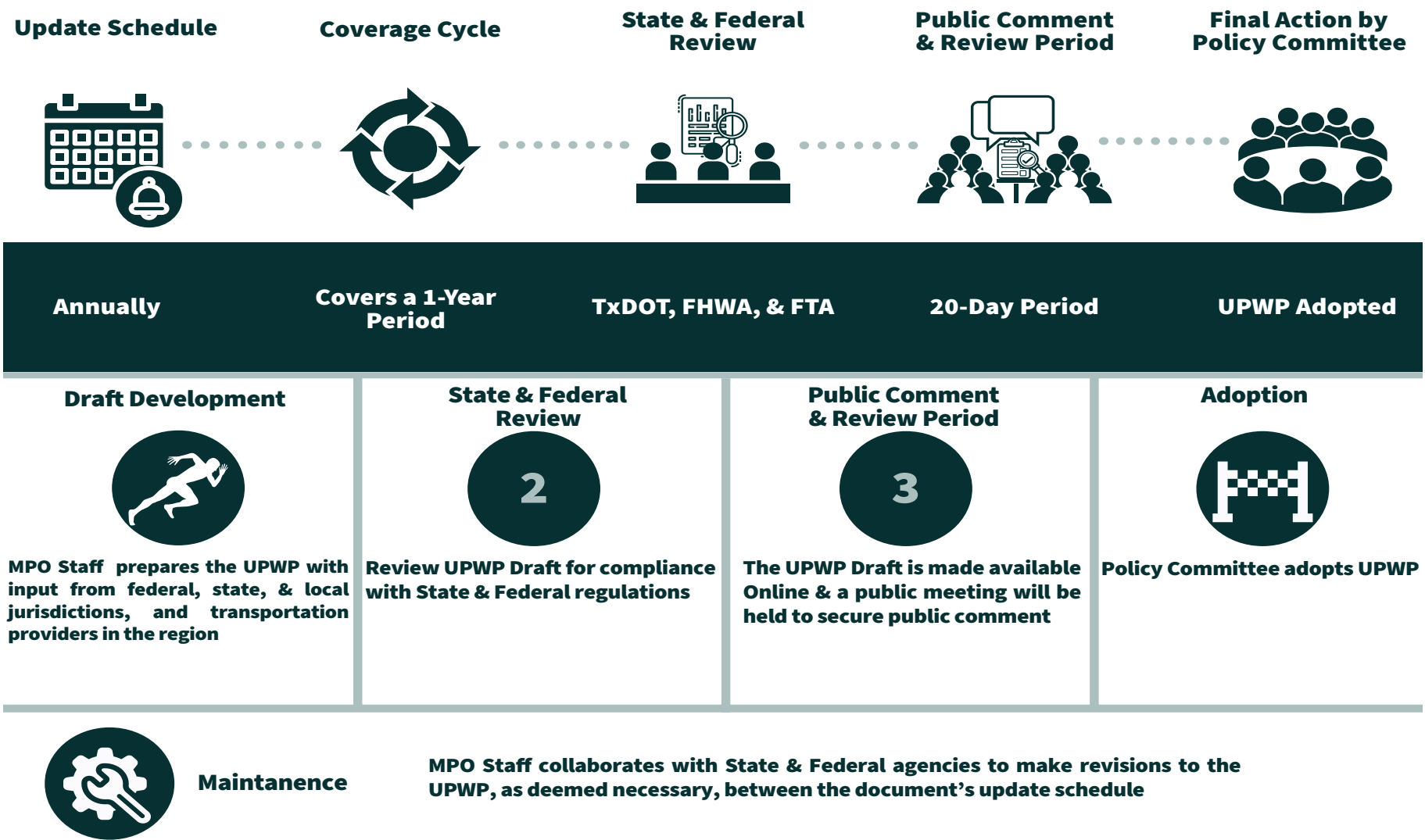


UNIFIED PLANNING WORK PROGRAM (UPWP)

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, the UPWP 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.](#)

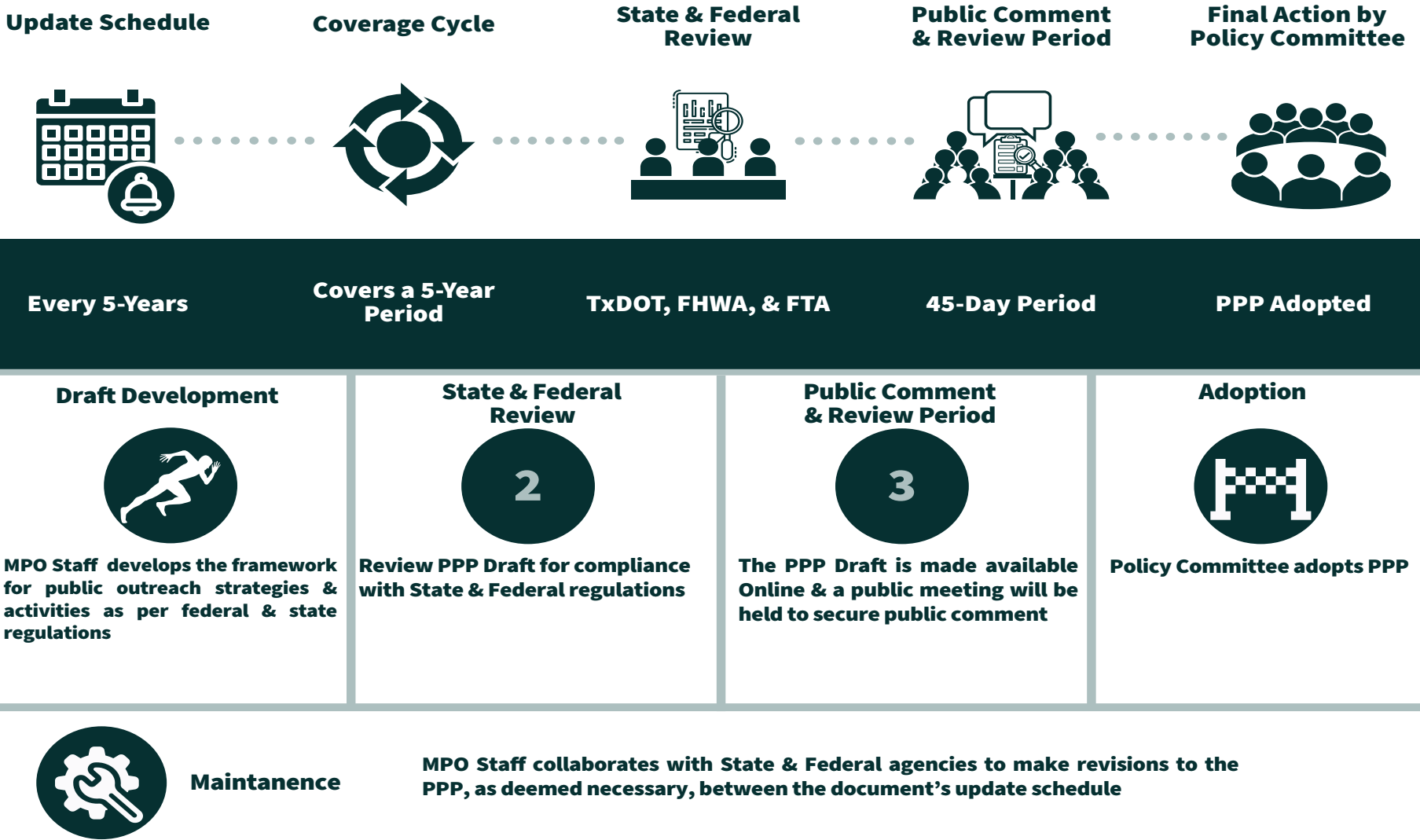
UPWP Developmental Summary



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



Congestion Mitigation



Congestion Management Process



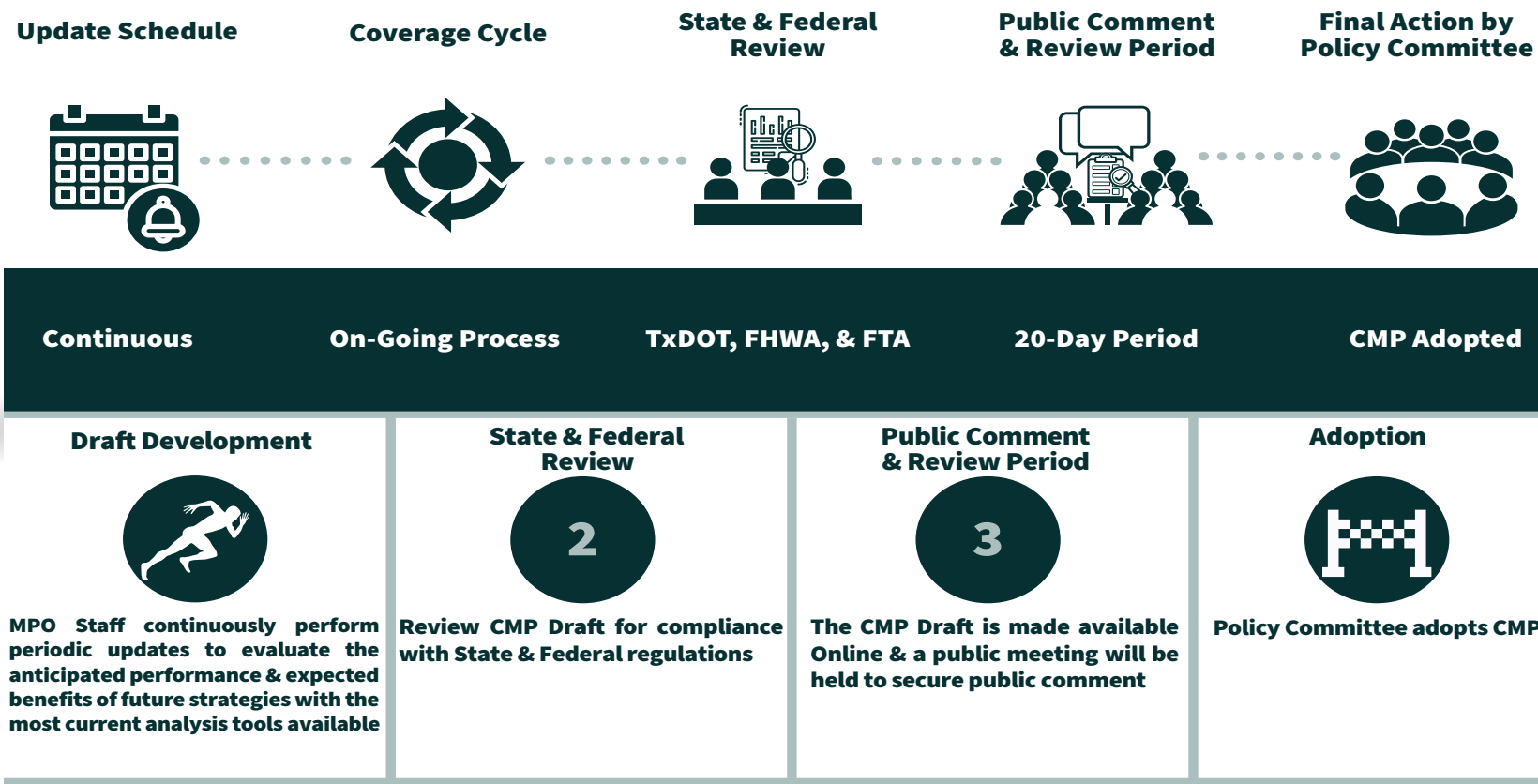
CONGESTION MANAGEMENT PROCESS (CMP)

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 MPOs 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 MPOs Funded?

MPOs 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

Federal Funds

Appropriated by Congress through the Federal Highway Trust Fund

State Funds

Appropriated by 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: State & Federal Transportation Funding” on page 16)

Other State & Local Funds

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

	STATE FUNDS	FEDERAL FUNDS	OTHER FUNDS
12 FUNDING CATEGORIES			
1. Preventive Maintenance and Rehabilitation	✓	✓	✗
2. Metropolitan and Urban Corridor Projects	✓	✓	✗
3. Non-Traditionally Funded Transportation Projects	✓	✗	✓
4. Statewide Connectivity Corridor Projects	✓	✓	✗
5. Congestion Mitigation and Air Quality Improvement*	✗	✓	✗
6. Structures Replacement and Rehabilitation	✓	✓	✗
7. Metropolitan Mobility and Rehabilitation*	✗	✓	✗
8. Safety	✓	✓	✗
9. Transportation Alternatives*	✗	✓	✗
10. Supplemental Transportation Projects	✓	✓	✗
11. District Discretionary	✓	✓	✗
12. Strategic Priority	✓	✓	✗

*While funding in these categories is primarily from federal sources, state and/or other funds may also be used

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:

Repair & Rebuild Our Roads & Bridges



BIL will focus on climate change mitigation, resilience, equity, & safety for all users, including cyclists & pedestrians

Texas can compete for:

- ◆ \$12.5 Billion Bridge Investment Program (for economically significant bridges);
- ◆ \$15 Billion for megaprojects that will deliver substantial economic benefits to communities

Texas can expect to receive:

- ◆ \$27.4 Billion (over 5-years) in Federal highway formula funding for highways & bridges (26.4% more than under current law)

Texas also expects to receive:

- ◆ 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

States can also apply federal aid dollars towards climate resilience & safety projects

Improve The Safety Of Our Transportation System



BIL invests \$13 Billion over FAST Act levels directly into improving Roadway safety

Texas will receive (over 5-years):

- ◆ Approx. \$153 Million in 402 formula funding for highway safety programs (29% increase over FAST Act levels on avg. annual basis)

Local & tribal governments can compete for:

- ◆ \$6 Billion for new Safe Streets for All Program (direct funding to support “Vision Zero” & related safety improvements)

Texas can expect to receive:

- ◆ \$267 Million (over 5-years) through Federal Motor Carrier Safety Administration Program (to reduce Commercial Motor Vehicle (CMV) crashes)
- This represents an estimated 63% increase in funding (compared to Fast Act levels)

Texas will be able to apply for:

- ◆ 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)

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)

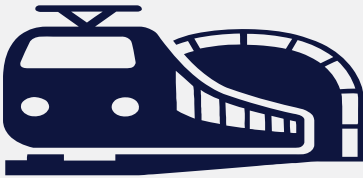
Build Network Of EV Chargers To Facilitate Long-distance Travel & Convenient Charging Options



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

Note: The BIL makes several changes to include housing considerations in the metropolitan transportation planning process, including—

- ◆ Adding affordable housing organizations to a list of stakeholders MPOs are required to provide a reasonable opportunity to comment on the metropolitan transportation plan; and [§ 11201(d)(4)(B); 23 U.S.C. 134(i)(6)(A)]

LWCAMPO NONDISCRIMINATION STATEMENT

The Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO), as a recipient of Federal financial assistance and under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person shall on the grounds of race, religion, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination under any Department programs and activities.

OVERVIEW OF TITLE VI REGULATORY REQUIREMENTS

All programs funded in whole or in part from federal financial assistance are subject to Title VI regulatory requirements, i.e. MPO (direct recipient of federal financial assistance) & to its sub-recipients (e.g., contractors, consultants, local governments, etc.).

- Further extended by Civil Rights Restoration Act of 1987
- Further defined by Executive Order Executive Order 13166

KEY TERMS:

Civil Rights Restoration Act of 1987

Extended Title VI Regulatory Requirements to all programs within an agency that receives federal assistance regardless of the funding source for individual programs.

Executive Order 13166

Improving access to services for persons with Limited English Proficiency (LEP)

WHAT DOES TITLE VI AUTHORIZE?

Title VI authorizes and directs federal agencies to enact “rules, regulations, or orders of general applicability” to achieve the statute’s objectives.

WHERE CAN I FIND THE TITLE VI IMPLEMENTATION REGULATIONS FOR USDOT & FHWA?

The U.S. Department of Transportation (USDOT) implemented its Title VI program in 49 C.F.R. Part 21 whilst the Federal Highway Administration’s (FHWA) implementing regulations can be found in 23 C.F.R. Part 200.

WHAT IS LWCAMPO STAFF’S RESPONSIBILITY UNDER TITLE VI & RELATED STATUTES?

As staff of the Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO), it is everyone’s responsibility to prevent, minimize & eradicate any form of discrimination.

WHAT ARE THE PROHIBITED FORM OF DISCRIMINATIONS?

- ◆ The denial of services, financial aid, or other benefits provided under a program;
- ◆ Distinctions in the quality, quantity, or manner in which a benefit is provided;
- ◆ Segregation or separation of persons in any part of the program;
- ◆ Restriction in the enjoyment of any advantages, privileges, or other benefits provided to others;
- ◆ Differing standards or requirements for participation;
- ◆ Methods of administration that directly or indirectly, or through contractual relationships would defeat or impair the accomplishment of effective nondiscrimination; (and/or)
- ◆ Discrimination in any activities or services related to a highway, infrastructure or facility built or repaired in whole or in part with federal funds.

WHAT IS THE PURPOSE OF THE TITLE VI NONDISCRIMINATION PLAN?

The purpose of this plan is to inform the public on the Title VI regulations & requirements applicable to the MPO, as well as outline the method(s) of administration to ensure compliance across LWCAMPO’s plans, programs & activities.

WHAT DOES THE TITLE VI NONDISCRIMINATION PLAN CONSIST OF?

- **Title VI Complaint Procedures** — provides guidance, timeline, & contact information in regard to processing complaints alleging discrimination in the MPO’s provisions, services, or activities.
- **Limited English Proficiency (LEP) Plan** — addresses the responsibilities and outlines implementation procedures to meet the needs of individuals with limited English proficiency skills
- **Infrastructure Investment And Jobs Act** (IIJA / also known as Bipartisan Infrastructure Law (BIL)) — provides updated federal regulations & requirements in regard to the transportation planning process
- **Data Collection & Analysis** – provides the methodology, e.g. tools & techniques, the MPO utilizes to fulfill the requirements outlined by federal legislation to identify public outreach strategies, & facilitate public participation activities

LIMITED ENGLISH PROFICIENCY (LEP) PLAN

PURPOSE OF LEP PLAN

This plan addresses LWCAMPO's responsibilities (as a recipient of federal financial assistance) & outlines implementation procedures to meet the needs of individuals with Limited English Proficiency (LEP) skills.

LAWS & POLICIES GUIDING LEP PLAN

LWCAMPO outlines how to identify a person who may need language assistance, the ways in which assistance may be provided, staff training that may be required, & how to notify LEP persons that assistance is available.

KEY FEDERAL ACTION

Executive Order (EO) 13166: Improving Access to Service for individuals with Limited English Proficiency.

FEDERAL CERTIFICATION REVIEW

According to federal regulations, LWCAMPO's LEP Plan will be evaluated by the Federal Highway Administration (FHWA) & the Federal Transit Administration (FTA) as a part of the MPO's regular federal certification review.

PERTINENT INFORMATION TO LWCAMPO'S FEDERAL CERTIFICATION REVIEW

The following table illustrates the laws, policies, & considerations pertinent to the LEP Plan & the MPO's review:

	Title VI of the Civil Rights Act of 1964	LEP Executive Order No. 13166
Law or Policy	Federal Law	Federal Policy
Enactment Year	1964	August 2000
Consideration(s)	All Individuals	Eligible Populatoins
Law/Policy Content	Contains monitoring & oversight compliance review requirements	Contains monitoring & oversight compliance review requirements
Requirement(s)	<ul style="list-style-type: none"> Factor criteria is required no numerical or percentage thresholds 	<ul style="list-style-type: none"> Factor criteria is required no numerical or percentage thresholds
Outcome	Provides protection based on race, color, & national origin	Provides protection based on national origin
Focus	Eliminating discrimination in federally funded programs	Providing LEP Individuals with meaningful access to services using four factor criteria
Annual Accomplishment & Upcoming Goals	Report to FHWA	Report to FHWA

HOW DOES LWCAMPO DETERMINE THE DEGREE OF OF LEP SERVICES TO PROVIDE?

LWCAMPO provides language assistance measures, to the degree that funding permits, based on the following factors:

Limited English Proficiency Four Factor Analysis

Factor 1

The number or proportion of LEP persons in the study area who may be served by the LWCAMPO program, activity or service

Factor 2

The frequency with which LEP persons come in contact with LWCAMPO staff.

Factor 3

The nature and importance of services provided by LWCAMPO to the LEP population.

Factor 4

The resources available to LWCAMPO, & overall cost to provide LEP assistance.

IMPLEMENTING THE LEP PLAN

IDENTIFYING LEP INDIVIDUALS

Based on the four-factor analysis:

- Majority of LEP persons are Spanish-speaking
- The remaining language groups combined total is approx. 1% of LEP persons

Language assistance services will be focused towards the Spanish speaking LEP language group.

- LWCAMPO will continue to assess the need for language assistance to other LEP language group

LANGUAGE ASSISTANCE MEASURES

The MPO's language assisted measures include:

- Translation (in Summary) of vital documents in Spanish
- Posting advertisements/public notices of public meetings in Spanish
- Providing Outreach literature in Spanish (includes brochures, pamphlets, handouts, etc.)
- Provide oral interpreter services at any MPO public meeting or public hearing (advanced notice required)
 - Interpreter to include foreign language & the hearing impaired

STAFF TRAINING

MPO Staff will be training includes, but is not limited to:

- LWCAMPO's LEP policies & procedures
- Environmental Justice (EJ) policies & procedures
- Data Collection Methodology

TITLE VI PROGRAM

Providing Notice to LEP Persons:

- LWCAMPO will provide statements in public information & public notices, as per Public Participation Plan, (with reasonable advance notice to the MPO).

MONITORING & UPDATING THE LEP PLAN

LWCAMPO will update the LEP Plan as required by Federal guidelines

- At a minimum, the plan will be reviewed & updated when new data from the U. S. Census becomes available

MONITORING & UPDATING THE LEP PLAN

Copies of the LEP Plan will be provided, on request, to any person(s) requesting the document via:

- Phone, in person, by mail, or email.

Note: translation of the LEP Plan will be provided **in summary** (upon request)

KEY TERMS

LEP INDIVIDUAL / PERSONS

As defined by DOJ & the Federal Interagency Working Group on Limited English Proficiency:

"Individuals who do not speak English as their primary language [&] who have a limited ability to read, speak, write, or understand English..."

SAFE HARBOR STIPULATION

A "safe harbor" means that if a recipient provides written translations in certain circumstances, such action will be considered strong evidence of compliance with the recipient's written-translation obligations under Title VI & LEP Requirements

- This safe harbor provision applies to the translation of written documents only.

Title VI Complaint Procedure Overview

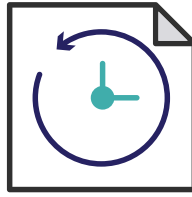
Identify / Cite Alleged Discrimination



Title VI

- Focuses on Non-Discrimination

Deadline To File A Complaint



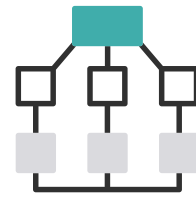
A complaint must be filed no later than **180 days** after the date of the alleged discrimination

Exceptions:

- The discrimination is ongoing
- Time for filing is extended by FHWA

Note: The **Filing Date** is the day the complainant(s) complete(s), sign(s), & mail(s)/submit(s) the complaint form (i.e. postmark / online submission timestamp date should be within the allotted 180-day filing period)

Processing A Complaint



1. A Complaint Is Received By LWCAMPO
 - Filed Online or hard copy
2. Complaint Is Logged Into Tracking Database
 - Basic data will be retained per complaint received
3. Determine Jurisdiction
 - Forwarded to appropriate agency (where applicable)
4. Initial Written Notice to Complainant
 - Confirmation receipt sent within 10 working days
5. Investigation of Complaint
 - Time frame varies by nature and/or circumstance(s)
6. Determination of Investigation
 - Completed within 60 days of receiving complaint
7. Notification of Determination
 - Sent within 10 days of completing investigation

Where To File a Title VI Complaint

Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO)

ATTN: Juan Mendive – LWCAMPO Director/Title VI Coordinator

1413 Houston Street

Laredo, Texas 78040

Email: jmendive@ci.laredo.tx.us

Telephone: 956-794-1605

Federal Highway Administration

Office of Civil Rights
HCR-20, Room E81-320
1200 New Jersey Avenue, SE
Washington, DC 20590

Federal Highway Administration — Texas Division

Attn: Civil Rights Specialist
300 E. 8th St.
Austin, TX 78701

Federal Transit Administration Office of Civil Rights

Attn: Complaint Team
East Building, 5th Floor – TCR
1200 New Jersey Avenue, SE
Washington, DC 20590

Texas Department of Transportation

Civil Rights Division
Attn: Title VI Program Administrator
125 E. 11th St.
Austin TX, 78701

GLOSSARY & DEFINITIONS



GLOSSARY OF ACRONYMS

MPO Primer	
Abbreviations / Acronyms	Definition
ATC	Active Transportation Committee
ATP	Active Transportation Plan
BIL / IIJA	Bipartisan Infrastructure Law / Infrastructure Investment and Jobs Act
CFR	Code of Federal Regulations
CMP	Congestion Management Process
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
LWCAMPO	Laredo & Webb County Area 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
TMA	Transportation Management Areas
TPCB	Transportation Planning Capacity Building
TxDOT	Texas Department of Transportation
UPWP	Unified Planning Work Program
USC / U.S.C.	United States Code
UTP	Unified Transportation Program
UA	Urban Area (Census 2020)
UZA	Urbanized Area (FTA / FHWA)

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: STATE & FEDERAL TRANSPORTATION FUNDING

STATE TRANSPORTATION FUNDING

The table below is a guide to the funding restrictions associated with each of TxDOT’s state funding sources and financing tools. While some sources are allowable for non-highway transportation needs, like aviation, ports, rail and public transportation, a large majority of TxDOT’s funding is dedicated to improvement of the state highway system.

TABLE 4: AUTHORIZED USES OF STATE FUNDING SOURCES BY PROJECT TYPE

FUNDING SOURCE	HIGHWAYS (NON-TOLLED)	HIGHWAYS (TOLLED)	RAIL (PASSENGER)	RAIL (FREIGHT)	TRANSIT (PUBLIC)	AVIATION (PUBLIC)	PORTS
Proposition 1 Funds	Yes	No	No	No	No	No	No
Proposition 7 Funds	Yes	No	No	No	No	No	No
State Highway Fund – Dedicated ¹	Yes	Yes	No	No	No	No	No
Texas Mobility Fund ²	Yes	No	Yes	No	Yes	Yes	No
State Highway Fund –Non-Dedicated ³	Yes	Yes	Yes	No	Yes	Yes	No
General Revenue ⁴	Yes	Yes	Yes	Yes	Yes	Yes	Yes

- Notes:**
- Texas Mobility Fund bonds are suspended and unavailable.
1. State Highway Fund - Dedicated includes traditional sources of funding dictated by the Texas Constitution and consists of state motor fuel and lubricant taxes, motor vehicle registration fees and interest earned on dedicated deposits. It also includes federal reimbursements that are not reflected in the above grid, as a small amount of these federal funds may at times be used for other modes of transportation.
 2. The Texas Constitution allows for the use of Texas Mobility Funds revenues to develop and construct non-tolled state highways and other public transportation projects.
 3. State Highway Fund - Non-Dedicated includes very limited revenue sources that are designated by statute but not the Texas Constitution. These limited revenue sources are further constrained by an annual, statutorily required transfer of approximately \$150 million to the Texas Emissions Reduction Program (TERP), which backfills the Texas Mobility Fund’s loss of Certificate of Title Fees. Many multimodal transportation services have received level funding for decades because of the limited availability of non-constitutionally dedicated funds. Non-constitutionally dedicated State Highway Fund revenues are fully committed and unavailable for new purposes without impacting the currently identified uses in this table.
 4. State general revenue may be used on all forms of multimodal transportation to pay for exceptional items or legislative directives where other revenues are unavailable due to legal restrictions or legislative appropriations or obligations.

FEDERAL TRANSPORTATION FUNDING

TABLE 5: FEDERAL TRANSPORTATION PROGRAMS IN THE UTP CATEGORIES

UTP CATEGORY	SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)	NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)	NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)	HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) AND RAILWAY-HIGHWAY CROSSINGS	CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ)	METROPOLITAN PLANNING/PL	TRANSPORTATION ALTERNATIVES SET-ASIDE (TASA)	CARBON REDUCTION PROGRAM (CRP)	PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT AND COST SAVINGS TRANSPORTATION (PROTECT)
1	Yes	Yes	Yes	No	No	No	No	No	Yes
2	Yes	Yes	Yes	No	No	No	No	No	Yes
4R/4U	Yes	Yes	Yes	No	No	No	No	No	Yes
5	Yes	Yes	No	No	Yes	No	No	No	Yes
6	Yes	Yes	Yes	No	No	No	No	No	Yes
7	Yes	Yes	Yes	No	No	No	No	No	Yes
8	Yes	Yes	No	Yes	No	No	No	No	No
9	Yes	Yes	No	No	No	No	Yes	No	Yes
10	Yes	Yes	Yes	No	No	Yes	No	Yes	Yes
11	Yes	Yes	Yes	No	No	No	No	No	Yes
12	Yes	Yes	Yes	No	No	No	No	No	Yes

TxDOT receives federal transportation funding through multiple apportionment programs, each with different purposes and criteria. The table above identifies how the eligibility of federal programs correspond to the 12 UTP funding categories. 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.



LAREDO & WEBB COUNTY

AREA **M**ETROPOLITAN **P**LANNING **O**RGANIZATION