Laredo & Webb County Area MPO FY 2027 Unified Planning Work Program

TMA Status: Transportation Management Area

Air Quality Status: Attainment Area

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This UPWP complies with federal and state requirements, is true and correct, and is adopted by Laredo and Webb County Area MPO Policy Committee:

July 23, 2026

Federal Approval: September 08, 2026

Once adopted and approved, this document supersedes previous versions of the UPWP.

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Executive Summary

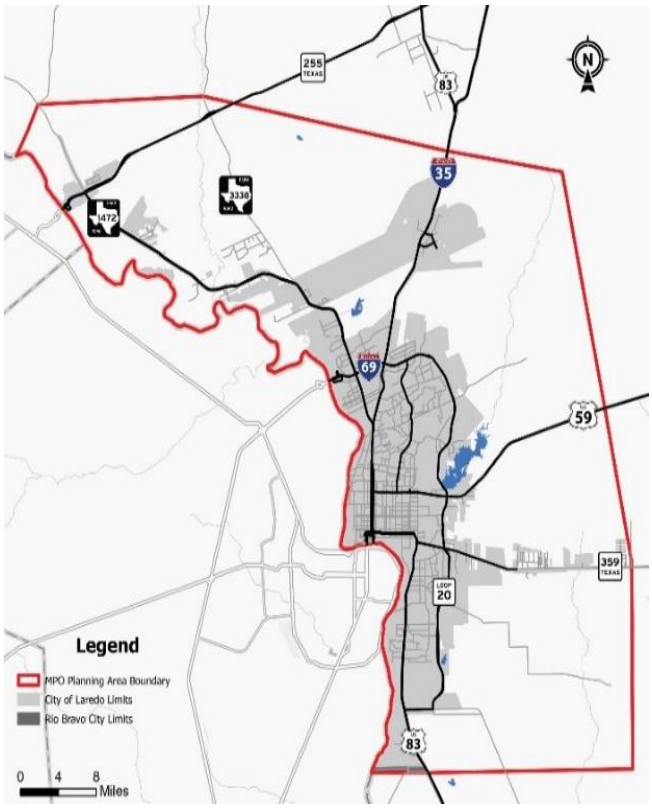
The Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO) serves as the federally designated MPO for the Laredo urbanized area and surrounding Webb County, facilitating a comprehensive, cooperative, and continuing (3-C) transportation planning process in compliance with federal law. 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 2027UPWP 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 2027 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 Priorities

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 2027 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 2027 UPWP programs a total of $1,610,000 across five (5) tasks including, *Administration & Management, Data Development & Maintenance, Short-Range Planning, Metropolitan Transportation Plan, and Special Studies*.

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 **$1,610,000** for the FY 2027 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).

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 2027. 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 (7) 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.

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.

ORGANIZATION

The City of Laredo is the fiscal agent for the Laredo and 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 21st, 2023 meeting, the Policy Committee voted in favor of moving forward with approving Resolution MPO 2023-05 and adopting the proposed amendment(s) to the By-Laws of allowing the Webb County Judge to serve as the Chair through the end of 2024 effective once the By-Laws have been amended, with the Mayor of the City of Laredo as 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.

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.

A. Planning Priorities

The LWCAMPO FY 2027 UPWP generally focuses on the following planning priorities as it relates to highways and transit:

- Highway
    - Safety
    - Congestion Management
    - Freight mobility
    - Technology
    - Demographic changes
    - Border infrastructure

- Transit
    - Ridership
    - Funding
    - Microtransit
    - Safety/TAM (i.e. fleet replacement)
    - Transit hubs

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 to 490,139 by 2050. The number of jobs in the Laredo MPO region is also expected to grow over the next 25 years. Employment is expected to grow from 104,067 in 2018 (base year) to 123,429 by 2050 (forecast year), 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

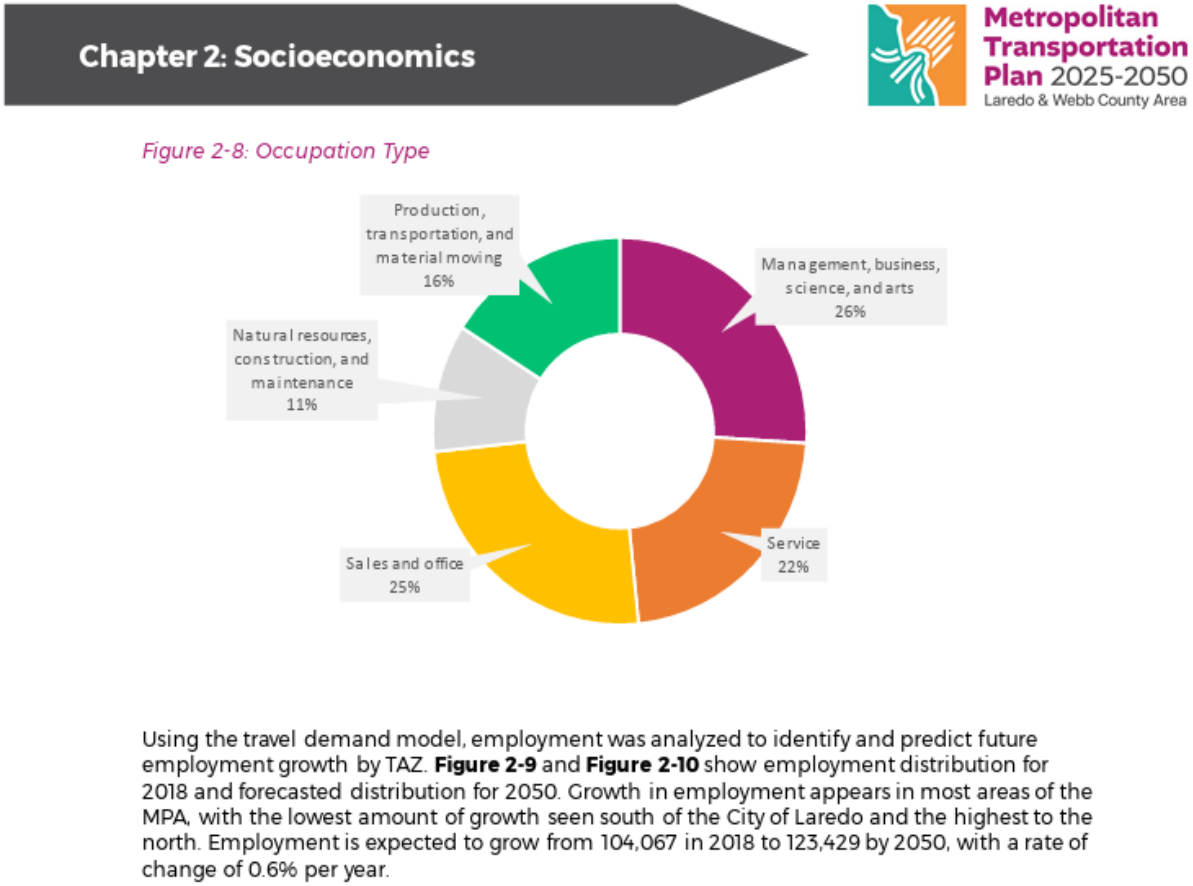
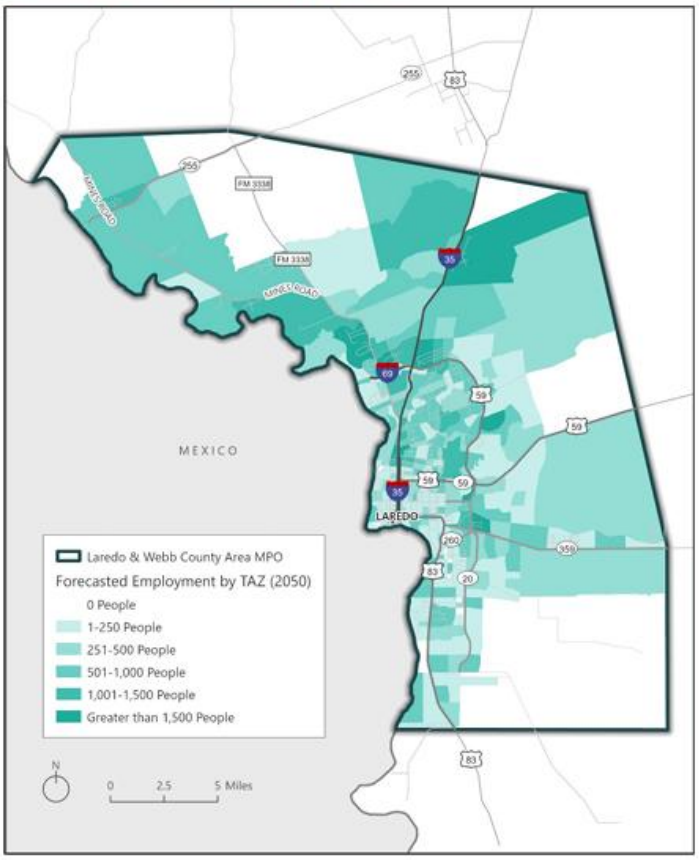


Figure 2-10 of the current MTP: Forecasted Employment by TAZ for 2050

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.

- ***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.

  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.

- ***Ridership***

  Providing necessary support for transit ridership can be instrumental in encouraging people to use alternative modes of transportation. Because people value their time and the convenience of personal vehicles, transit should provide frequent, reliable service. Specific programs to encourage transit among first-time riders can explore new incentives, such as employer-sponsored fares or subsidized transit passes. In addition, users can take advantage of public transit by seeking assistance from local providers through travel training. This service is offered by El Metro to help individuals who want to take the bus but are afraid to use the service.

  Many transit providers are examining the role of microtransit as an option to deliver additional service in their communities, and Laredo is no exception. Recently, the Laredo MPO completed a feasibility study to determine if this service type would benefit the city. Currently, El Metro provides two types of service: fixed-route and paratransit. Adding microtransit would complement these services, making public transit more attractive and beneficial for new riders. Furthermore, microtransit can provide alternative transportation options for underserved residents while expanding mobility offerings for existing riders.

- ***Transit Funding***

  Generally, Texas transit agencies are funded by federal, state, and local dollars, in addition to fare collection, advertising, and other auxiliary revenues. El Metro Transit uses these combined sources to operate and administer daily bus services. According to the National Transit Database (NTD 2023), the agency's funding breakdown is approximately: 39.5% federal government, 38% local government, 19% transit-generated revenue, and 3.5% state government.

- ***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.

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.

Task 1: Administration and Management

Pre-Approval Reminders:

All expenses requiring pre-approval must be approved by the appropriate agency before any costs related to the expense can be incurred. Inclusion of these expenses in the UPWP does not constitute an approval by TxDOT or federal partners.

1) Special-purpose equipment purchases over $10,000 and purchases related to land and buildings must be approved by TxDOT in compliance with 2 CFR §200.439.
2) Out-of-state travel must be pre-approved by TxDOT according to 43 TAC §16.52(b).
3) Authorized by 2 CFR 200.208(c)(6), food and beverage purchases for MPO meetings or events must be approved by TxDOT before these purchases are incurred.
4) Legal services require federal approval according to 2 CFR 200.455(a).

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

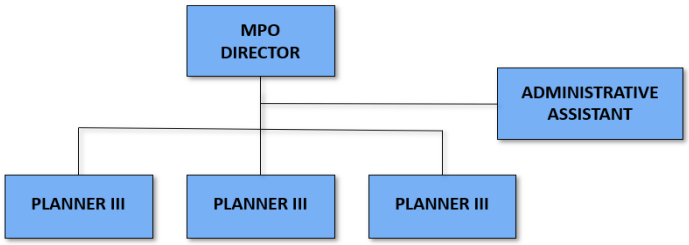
The operation of the Metropolitan Planning Organization (MPO) including the following:

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. Purchase of supplies and equipment.
5. Compliance with state and federal requirements.
6. Development of Annual Expenditures Performance Report (APER).
7. Development of Annual Listing of Obligated Projects (ALOP)
8. Submitting recapitulation of costs for monthly billings to Texas Department of Transportation (TxDOT).
9. Maintenance, updates and dissemination of the Public Participation Plan (PPP) and Title VI Program.
10. Travel for MPO Director and Staff to attend conference for staff development purposes.
11. Continuation of a proactive public involvement process.
12. Maintenance of LWCAMPO website and social media.

C. Previous Work

LWCAMPO continues to maintain full staffing with 5 FTEs. This staffing level has supported the timely and efficient completion of all required administrative functions and deliverables outlined in the FY 2026 UPWP. Additionally, it has enabled staff to focus on the development and completion of new plans and studies, as well as the in-house update of existing planning documents. Staff has also continued to maintain and regularly update the MPO's website and social media platforms to support public outreach and engagement.

The following organizational chart reflects current MPO staff structure:



The MPO also maintained close coordination with its fiscal agent, the City of Laredo, to support the achievement of organizational goals and ensure compliance with financial and administrative requirements. MPO staff performed ongoing administrative functions necessary for the operation of the organization, including the processing of requisitions, purchase orders, invoices, and payment requests on a monthly basis. In addition, staff prepared and submitted monthly recapitulations of costs for billing to the Texas Department of Transportation (TxDOT), as required. Payroll-related activities, including timecard approvals and payroll processing, were also completed in a timely manner.

Furthermore, MPO staff continues to work with projects sponsors and regional stakeholders to implement projects and recommendations from the 2025-2050 Metropolitan Transportation Plan and other regional plans and studies. Staff actively participated in the Active Transportation Committee, as well as other transportation-related meetings, including those of the Webb County–City of Laredo Regional Mobility Authority (RMA), the Association of Texas Metropolitan Planning Organizations (TEMPO), and the Texas Transportation Commission.

MPO staff further supported the coordination of public meetings in accordance with requirements from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), the State, and local governments as part of the development of transportation planning documents and reports. The Technical Committee and Policy Committee meetings were held on a regular basis to

review, revise, and approve key planning documents and programs, including but not limited to the following:

- 2027–2030 Transportation Improvement Program (TIP) – Update
- 2025–2050 Metropolitan Transportation Plan (MTP) – Revision
- Unified Planning Work Program (UPWP) for FY 2026 – Approval

MPO Staff has also updated and implemented policies to maintain the "3-C" Planning Process. Staff made several presentations at public meetings. 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	9/9/2025	9/17/2025	10/1/2025	Virtual
2	10/7/2025	10/15/2025	10/29/2025	Virtual
3	11/10/2025	11/19/2025	Nov. meeting in Dec.	
4	No Meeting	No Meeting	12/3/2025	In-Person
5	1/13/2026	1/21/2026	1/28/2026	Virtual
6	2/10/2026	2/18/2026	2/25/2026	In-Person
7	Meeting Canceled	Meeting Canceled	3/25/2026	Virtual
8	4/7/2026	4/15/2026	4/22/2026	In-Person
9	5/12/2026	5/20/2026	5/27/2026*	Virtual
10	6/9/2026*	6/17/2026*	6/24/2026*	Virtual
11	7/7/2026*	7/15/2026*	7/29/2026*	Virtual
12	8/11/2026*	8/19/2026*	8/26/2026*	In-Person

**** Scheduled***

LWCAMPO scheduled meetings for all the existing committees to meet once a month. To date, in FY 2026, the MPO has held a total of 6 Policy Committee meetings, 6 Technical Committee meetings, and 7 Active Transportation Committee meetings.

Under professional development, MPO Director and staff traveled to attend various Transportation Planning related meetings, conferences courses, seminars and workshops, to enhance technical knowledge and stay current with federal and state planning requirements such as the following:

- Texas American Planning Association (APA) conference.
- TxDOT & MPO Senior Leadership meetings.
- Texas Association of Metropolitan Planning Organizations (TEMPO) meetings. for MPO Directors held in Austin, Tx.
- Bicycle and Pedestrian Advisory Committee (BPAC) meeting.
- Texas Transportation Commission Meetings
- 2026 National Planning Conference held by the American Planning Association (APA) in Detroit, Mi. (April 25-28, 2026)

Furthermore, MPO Staff prepared and submitted letters of support for grant applications related to transportation projects, as requested by various agencies. The letters of support provided in FY 2026 are listed below:

- February 20, 2026 - Support for the Webb County-City of Laredo RMA Better Utilizing Investments to Leverage Development (BUILD) Grant Application to support the design of the Vallecillo Interchange at IH-35m a vital component complementing the Vallecillo Road project.
- February 24, 2026 - Support for the City of Laredo-Colombia Solidarity International Bridge Expansion BUILD Grant Application for advancing the preliminary engineering and construction phases of the Laredo-Colombia Solidarity Bridge expansion project
- February 24, 2026 – Support for the City of Laredo World Trade Bridge Expansion BUILD Grant Application for advancing the preliminary engineering and construction phases of the World Trade Bridge expansion project.

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 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 necessary to carry out and maintain the 3C planning process, coordinating planning activities to include hosting and conducting public meetings and preparation of meeting minutes.

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.

Funds: $600,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s):

- Staff salaries
- Monthly billings
- Maintenance and amendments to UPWP

Schedule: October 1, 2026 – September 30, 2027 (Continuous)

Responsible Agency: LWCAMPO

Who will Perform the Work: LWCAMPO staff

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, staff, and Policy Committee members 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

- Freight 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.

Funds: $25,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s):

- Professional development activities
- Travel costs to include registration fees, booking of flights, lodging, etc.
- Training sessions

Schedule: October 1, 2026 – September 30, 2027 (Continuous)

Responsible Agency: LWCAMPO

Who will Perform the Work: LWCAMPO staff

Subtask 1.3: Public Participation Plan Activities

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, public and stakeholder engagement, 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.

Funds: $10,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s):

- Posting of public notices
- Presentations to community groups
- Outreach materials
- Surveys
- Food and beverage purchases for public meetings
- Workshops

Schedule: October 1, 2026 – September 30, 2027 (Continuous)

Responsible Agency: LWCAMPO

Who will Perform the Work: LWCAMPO staff; consultants may support facilitation of public meetings and public engagement activities.

Subtask 1.4: Computer Equipment, Furnishing and Office Supplies

This subtask 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.

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."

Funds: $20,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s):

- Office supplies
- Purchase/lease of office printer
- Computer upgrades
- Office furniture

Schedule: October 1, 2026 – September 30, 2027 (Continuous)

Responsible Agency: LWCAMPO

Who will Perform the Work: LWCAMPO staff

Subtask 1.5: Building Maintenance and Repairs

This activity includes the use of planning funds for non-routine building maintenance and/or repairs. While the fiscal agent is generally responsible for routine building maintenance and/or repairs, there are some maintenance/repair activities that may be paid for by the MPO when directly related to office space used by LWCAMPO staff (e.g. AC unit that services the MPO office space; office modifications requested by MPO).

Funds: $10,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s): MPO office maintenance or repairs if needed

Schedule: October 1, 2026 – September 30, 2027 (Continuous)

Responsible Agency: LWCAMPO

Who will Perform the Work: LWCAMPO staff will procure contractors to perform work if needed.

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, safety data, traffic data, and economic data. 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 existing 2050 travel demand model as necessary
- Development of base year demographics and employment for 2055 travel demand model
- 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 to regularly update the MPO website to provide timely access to meeting agendas, packets, public notices, publications, and

live-streamed Policy Committee meetings as they became available. The website was also enhanced with online data and interactive maps to support performance-based planning and programming efforts.

In addition, MPO staff developed and maintained key databases to support planning activities. These databases included traffic crash location data, roadway network information, bicycle count data, and macro- and micro-level demographic data (e.g., socioeconomic data at both regional and localized levels). Renewals of necessary software licenses, such as ArcGIS, to support these activities were charged to Task 1.0.

MPO staff developed, retrieved, and printed project maps as new projects were approved or considered. Staff also provided ongoing data and mapping support for various plans, studies, and reports.

Furthermore, MPO planners continued coordination efforts with Texas Department of Transportation (TxDOT) staff to prepare for the upcoming Travel Demand Model (TDM) update in preparation for the Metropolitan Transportation Plan (MTP) due in 2030.

MPO staff also advanced the update of the Congestion Management Process (CMP) as part of the development and adoption of the 2025–2050 MTP. This effort included the establishment of a coordinated program for collecting and sharing data to monitor system performance.

Data collected and utilized included, but were not limited to:

- Traffic volume counts
- Speed and travel-time data
- Intelligent Transportation Systems (ITS) and operations data
- Transit data
- Bicycle and pedestrian data
- Crash data
- Travel survey information

The LWCAMPO Policy Committee adopted the 2025 Congestion Management Process (CMP) on September 17, 2025, through Resolution No. MPO 2025-11. MPO staff, in coordination with their consultant, collected, processed, and analyzed demographic and geographic data to support performance-based planning and programming for all CMP-related tasks.

CMP data collection was obtained from the following sources:

- Travel-time data
  - Collected from cellular and vehicle GPS devices through web-based platforms

- LWCAMPO Metropolitan Planning Area (MPA) data, including:
  - Regional Integrated Transportation Information System (RITIS) (TxDOT)
  - Congestion Management Process Assessment Tool (COMPAT)
  - TxDOT Traffic Count Maps
  - Statewide Traffic Analysis & Reporting System (STARS II)
  - TxDOT Laredo District Intelligent Transportation Systems (ITS)
  - Texas A&M Transportation Institute (TTI) Mobility Report

Additionally, other databases maintained and utilized for MPO planning activities included:

- Traffic crash location data
- Roadway network information
- Bicycle count data
- Macro- and micro-level demographic data (e.g., socioeconomic data at both regional and localized levels)

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. The 2.5% Safety/Complete Streets Set-Aside Funding supports this ongoing effort by LWCAMPO staff.

Funds: $10,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s):

- Online and print maps
- Updated datasets and GIS layers
- Data visualizations
- Technical reports
- Website updates

Schedule: October 1, 2026 – September 30, 2027 (Continuous)

Responsible Agency: LWCAMPO

Who will Perform the Work: LWCAMPO staff; consultants may support data development activities.

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. This project was delayed in FY 2026 as the MPO was exploring different procurement options.

Funds: $40,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s): TIP data management software license

Schedule: October 1, 2026 – September 30, 2027

Responsible Agency: LWCAMPO

Who will Perform the Work: LWCAMPO staff; software vendor will help with implementation and ongoing support.

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. It also includes project development of selection process criteria and award of Transportation Alternatives (TA) Set-Aside program, as well as development and/or revision of the Unified Planning Work Program (UPWP), and updates to the Public Participation Plan (PPP).

B. Expected Products

- Development of the Unified Planning Work Program (UPWP)
- Transportation Improvement Program (TIP) amendments
- Updates to MPO By-laws as necessary
- Public Participation Plan update
- Title VI documentation update
- Coordination of Policy Committee meetings
- Coordination of Technical Committee meetings
- Coordination of Active Transportation Committee meetings
- Transportation Alternatives (TA) Set-Aside project support

C. Previous Work

LWCAMPO Staff provided administrative and technical support for short-range transportation planning activities, including coordination of internal MPO processes and documentation. Staff assisted with the development, procurement, and management of agency and consultant contracts supporting

Task 3 activities, including coordination with City procurement staff. In addition, staff reviewed, processed, and tracked monthly consultant invoices and billings to ensure accuracy, eligibility, and consistency with contract scopes and Task 3 work elements.

In coordination with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), MPO staff continued to assist with revisions and amendments to the current 2025–2028 Transportation Improvement Program (TIP), including updates to project listing which was adopted by the Policy Committee on June 20, 2024.

MPO staff also prepared, submitted for adoption by the Policy Committee, and maintained the FY 2026 Unified Planning Work Program (UPWP), and prepared for adoption the FY 2027 UPWP. Both documents included task descriptions, budgets, and progress reporting as required. In addition, staff updated and revised MPO governing documents as needed.

MPO staff developed public information materials, including website content and transportation related articles. In addition, MPO staff continued to provide staff support to all existing MPO committees and assisted with the implementation of activities related to the Metropolitan Transportation Plan (MTP) and the Active Transportation Plan (ATP) to improve and promote active modes of mobility within the MPO boundary, including working with project sponsors and regional stakeholders on the implementation of the plan's projects and recommendations.

MPO staff, in collaboration with the Texas Department of Transportation (TxDOT) and respective project managers, continued work on the two projects awarded Transportation Alternatives Set-Aside funds: The Downtown Safe Sidewalk Improvements project and the El Metro ADA Bus Stops and Bicycle

Plazas Enhancement Project. In FY 2026, two additional projects were selected for funding through the 2025 TA Set-Aside Call for Projects.

A Proclamation Ceremony was held in May 2026 by the City of Laredo in coordination with the MPO Active Transportation Committee, officially proclaiming May as National Bike Month in Laredo. In alignment with the MPO's mission and the efforts of the Active Transportation Committee, LWCAMPO continued to advocate for safe, accessible, and alternative modes of transportation. MPO staff supported these efforts by developing and distributing a calendar of Bike Month events held throughout May to increase public awareness and promote bicycling as an alternative mode of transportation.

Through this task MPO staff is allowed to collaborate with Webb County, the City of Laredo, El Metro Transit, the Texas Department of Transportation (TxDOT), the Regional Mobility Authority (RMA), and other partner agencies by sharing transportation-related data, including traffic volumes, demographic information, map reproduction, and other related materials, in support of local and regional planning efforts. MPO staff also provided technical assistance for funding opportunities, including grants and calls for projects. For example, the MPO continues to support the RMA's efforts to implement the 2025 Vision Zero Webb Laredo Comprehensive Safety Action Plan and has helped in providing letters of support for their application to the Safe Streets and Roads for All (SS4A) implementation grant. In addition, MPO planners participated in surveys and meetings related to TxDOT's planning efforts such as the Texas Freight Mobility Plan, Texas-Mexico Border Transportation Master Plan, and the Texas I-35 Corridor Study. The MPO Director currently participates on the Texas I-35 Corridor Study Steering Committee and the South Segment Working Group. MPO staff developed and provided GIS mapping and spatial analysis to assist partner agencies with transportation studies, corridor planning, and land use coordination.

MPO staff updated the annual safety performance (PM1) targets by adopting and supporting the 2026 TxDOT safety performance measures (PM1) and targets through Resolution No. MPO 2026-03. MPO staff also supported transit planning activities for El Metro Transit, including the review of planning documents and through Policy Committee Action supported El Metro's updates to its Public Transportation Agency Safety Plan (PTASP) and Transit Asset Management (TAM) Plan targets.

D. Subtasks

Subtask 3.1: Short-Range Planning General Administration

This subtask allows for MPO staff support for administrative activities related to short-range planning, including the development and management of agency contracts; procurement, development and management of consultant contracts for projects in Task 5. Specific activities will include, but are not limited to the update and/or revision of the Transportation Improvement Program (TIP), the Unified Planning Work 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.

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).

Funds: $5,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s):

- Unified Planning Work Program (UPWP)
- Transportation Improvement Program (TIP) amendments
- Public Participation Plan update
- Title VI documentation update

Schedule: October 1, 2026 – September 30, 2027 (continuous)

Responsible Agency: LWCAMPO

Who will Perform the Work: LWCAMPO staff

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.

Funds: $5,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Technical Assistance

Schedule: October 1, 2026 – September 30, 2027 (continuous)

Responsible Agency: LWCAMPO

Who will Perform the Work: LWCAMPO staff

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 and updating the multimodal Metropolitan Transportation Plan (MTP) for a 25-year planning horizon that meets federal requirements and regional goals.

B. Expected Products

- Monitoring, implementing, and updating the 2050 Metropolitan Transportation Plan and fiscally constrained MTP project list
- Prepare for the development of next MTP update due in 2030
- Development of the Travel Demand Model with forecast year of 2055
- Congestion Management Process updates and continued monitoring

C. Previous Work

MPO staff also assisted in the preparation of the required processes for revisions to the 2025–2050 Metropolitan Transportation Plan (MTP), as outlined below:

Revision	*Date*	*Form of approval*
Revision #1	April 16, 2025	Resolution No. MPO 2025-05
Revision #2	October 15, 2025	Resolution No. MPO 2025-13
Revision # 3	January 21, 2026	Resolution No. MPO 2026-02
Revision # 4	May 20, 2026	Resolution No. MPO 2026-06

The LWCAMPO Policy Committee adopted the 2025 Congestion Management Process (CMP) on September 17, 2025, through Resolution No. MPO 2025-11. MPO staff collected, processed, and analyzed demographic and geographic data to support performance-based planning and programming for all CMP-related tasks.

MPO staff provided a presentation to a local Rotary club in FY 2026 on key topics related to the MTP and transportation planning in the region. Additionally, MPO staff continues to work closely with project partners such as TxDOT, City of Laredo, Webb County, and the Regional Mobility Authority to support implementation of the projects listed on the MTP's fiscally constrained project list.

D. Subtasks

Subtask 4.1: 2025-2050 Metropolitan Transportation Plan (MTP) Monitoring, Revisions, and Implementation

The current 2025-2050 MTP continue to be monitored and revised in order to comply with federal and state requirements as needed. Staff will continue to monitor the implementation of the MTP and assist with any necessary revisions to the MTP and the fiscally constrained project list.

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.

Additionally, the Congestion Management Process (CMP) will continue to be updated as needed. This will include system-level monitoring and strategy

evaluation in support of the Metropolitan Transportation Plan's system reliability goal.

Funds: $5,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Technical Assistance

Schedule: October 1, 2026 – September 30, 2027 (continuous)

Responsible Agency: LWCAMPO

Who will Perform the Work: LWCAMPO staff

Subtask 4.2: Travel Demand Model (TDM) Update

MPO staff will begin preparing for the development of the next Metropolitan Transportation Plan (MTP) update due in 2030. To support the development of the next MTP, staff will begin updating its current Travel Demand Model (TDM) with assistance from TxDOT and Texas A&M Transportation Institute (TTI) as needed. MPO staff task responsibilities will include development of demographic data, networks, and TAZ geography for a 2023 base year, 2028 interim year, and 2055 forecast year.

Funds: $5,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Updated demographics, network, and TAZ layers for 2055 TDM.

Schedule: October 1, 2026 – September 30, 2027

Responsible Agency: LWCAMPO

Who will Perform the Work: LWCAMPO staff; TxDOT and TTI may support TDM development activities; consultant may support TDM development if needed.

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 the regional transportation system. These special studies will address or work towards achieving the goals and objectives in the 2025-2050 MTP as well as other transportation needs that may arise in FY 2027 within the Laredo and Webb County Metropolitan Planning Area.

B. Expected Products

- Long-Range Freight Mobility Plan
- South Laredo Transportation Planning Study
- Transit Asset Management Plan Update
- Active Transportation Plan Update
- Laredo Transit Hubs Study

C. Previous Work

MPO staff has coordinated with the RMA and City of Laredo to discuss a detailed scope of work for the Long-Range Freight Plan. Currently, the scope and interlocal government agreement is being reviewed by all parties before proceeding with the study.

MPO staff prepared a draft of a Request for Proposals (RFP) for the South Laredo Transportation Planning Study, which will be released in May 2026. The MPO plans to initiate the study in FY 2026.

D. Subtasks

Subtask 5.1: Long-Range Freight Mobility Plan

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 aka City of Laredo and Webb County Area Freight Study. The MPO intends to 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 freight 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 current and future freight movement, safety, access, system performance, and infrastructure needs and will produce an implementation strategy and final report suitable for use in regional planning, funding, and project development. The scope of services will include project management, stakeholder engagement, data collection and analysis, safety and high-injury network assessment, traffic modeling, freight network evaluation and optimization, implementation strategy and policy recommendations.

Additionally, 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.

Funds: $250,000 (LWCAMPO's share)

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Long-Range Freight Mobility Plan

Schedule: October 1, 2026 – September 30, 2027

Responsible Agency: LWCAMPO

Who will Perform the Work: Study to be conducted by Regional Mobility Authority General Engineering Consultant in partnership with LWCAMPO 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.

This study was initially programmed in FY 2026 and the RFP will be released in FY 2026. The study is anticipated to commence in calendar year 2026 with a 12-18 month timeframe.

Funds: $250,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s): South Laredo Transportation Planning Study

Schedule: Previously programmed in FY 26 and may commence before October 1, 2026 (FY 27); study is anticipated to last 12 to 18 months.

Responsible Agency: LWCAMPO

Who will Perform the Work: Study to be conducted by consultant

Subtask 5.3: Transit Asset Management Plan Update

The Transit Asset Management Plan Update will consist of updating El Metro's Transit Asset Management (TAM) Plan to reflect current conditions and forecast asset needs for a 10-year period. The study will evaluate the condition and performance of existing transit assets, including vehicles, facilities, and equipment, to support state of good repair goals and transit asset management performance targets, and inform future investment priorities.

Funds: $75,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Updated El Metro Transit Asset Management Plan

Schedule: October 1, 2026 – September 30, 2027

Responsible Agency: LWCAMPO

Who will Perform the Work: Study to be conducted by consultant

Subtask 5.4: Active Transportation Plan Update

The Active Transportation Plan Update will build upon the Laredo Webb County Area MPO and City of Laredo 2021 Active Transportation Plan and the 2025 Vision Zero Webb Laredo Comprehensive Safety Action Plan to reflect current conditions, community priorities, and emerging best practices for walking, bicycling, and other non-motorized modes. The study will assess existing bicycle and pedestrian infrastructure, identify gaps in the current active transportation network, and evaluate safety, connectivity, and accessibility needs across the MPO planning area.

The study will include updated data collection and analysis, including crash trends, demand for active transportation, and barriers to use. Emphasis will be placed on improving connectivity to key destinations such as schools, transit, employment centers, and community facilities, as well as advancing safety and access considerations.

The completed plan will identify and prioritize active transportation improvements, including on-street and off-street facilities, intersection enhancements, and supportive policies and programs. The study will include public and stakeholder engagement, a needs assessment, recommended network improvements, and an implementation plan to guide future project development and funding strategies.

Funds: $150,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Active Transportation Plan Update

Schedule: October 1, 2026 – September 30, 2027

Responsible Agency: LWCAMPO

Who will Perform the Work: Study to be conducted by consultant

Subtask 5.5: Laredo Transit Hubs Study

The transit hubs study will evaluate potential locations and feasibility for a transit hub in south and north Laredo. The need for El Metro to develop a transit hub in the north and in the south of Laredo has been identified in previous plans, most recently the El Metro Comprehensive Operational Analysis, and was further supported by the Laredo Microtransit Feasibility Study completed in 2025. Implementing distributed hubs, so that not all routes go downtown, can help streamline routing and help improve service frequency. Additionally, the study will consider multimodal connection opportunities to improve transit service and regional mobility.

Funds: $150,000

Funding Sources: Transportation Planning Funds (TPF)

Product(s): Transit Hubs Study

Schedule: October 1, 2026 – September 30, 2027

Responsible Agency: LWCAMPO

Who will Perform the Work: Study to be conducted by consultant

Budget Summary

Table 1: FY 2027 Budget Summary

UPWP Task	TPF	[Insert Other Funding Sources]	Local Funds	Total Funds	2.5% Safe and Accessible Set-Aside
Task 1: Administration and Management	**$665,000.00**	**-**	**-**	**$665,000.00**	**$10,408**
Subtask 1.1: Planning and General Administration	$600,000.00	-	-	$600,000.00	$10,408
Subtask 1.2: Professional Development, Travel and Training	$25,000.00	-	-	$25,000.00	**-**
Subtask 1.3: Public Participation Plan Activities	$10,000.00	-	-	$10,000.00	**-**
Subtask 1.4: Computer Equipment, Furnishing and Office Supplies	$20,000.00	-	-	$20,000.00	**-**
Subtask 1.5: Building Maintenance and Repairs	$10,000.00	-	-	$10,000.00	**-**
Task 2: Data Development and Maintenance	**$50,000.00**	**-**	**-**	**$50,000.00**	**-**
Subtask 2.1: General Data Administration	$10,000.00	-	-	$10,000.00	**-**
Subtask 2.2: Software for Transportation Improvement Program Data Management	$40,000.00	-	-	$40,000.00	**-**

UPWP Task	TPF	[Insert Other Funding Sources]	Local Funds	Total Funds	2.5% Safe and Accessible Set-Aside
Subtask 3.1: Short-Range Planning General Administration	$5,000.00	-	-	$5,000.00	$1,000
Subtask 3.2: Planning Assistance	$5,000.00	-	-	$5,000.00	-
Task 4: Metropolitan Transportation Plan	**$10,000.00**	-	-	**$10,000.00**	-
Subtask 4.1: 2025-2050 MTP Monitoring, Revisions, and Implementation	$5,000.00	-	-	$5,000.00	-
Subtask 4.2: Travel Demand Model Update	$5,000.00	-	-	$5,000.00	-
Task 5: Special Studies	**$875,000.00**	-	-	**$875,000.00**	-
Subtask 5.1: Long-Range Freight Mobility Plan	$250,000.00	-	-	$250,000.00	-
Subtask 5.2: South Laredo Transportation Planning Study	$250,000.00	-	-	$250,000.00	-
Subtask 5.3: Transit Asset Management Plan Update	$75,000.00	-	-	$75,000.00	-
Subtask 5.4: Active Transportation Plan Update	$150,000.00	-	-	$150,000.00	-
Subtask 5.5: Laredo Transit Hubs Study	$150,000.00	-	-	$150,000.00	-
Total	**$1,610,000.00**	-	-	**$1,610,000.00**	**$11,408**

*TPF includes both FHWA PL and FTA Section 5303 funds.

Table 2: Funding Source Summary

Funding Source	Federal Share	State Share	Local Share	Total Funds
TPF*	$1,610,000.00	-	-	$1,610,000.00
[Insert Other Funding Sources]	-	-	-	-

*TxDOT uses Transportation Development Credits (TDCs) to fulfill the required TPF non-federal share.

Table 3: TPF Summary

FY	Carryover from Previous FY (WOS#3)	Estimated New TPF (WOs #1 and #2	Estimated Total Available TPF Amount (All WOs)	Total Programmed Amount (UPWP Total)	Estimated Unexpended Carryover (All WOs – UPWP Total)
FY 2027	$1,785,710.93	$642,828.79	$2,428,539.72	$1,610,000.00	$818,539.72

Total Estimated TPF Available: $2,428,539.72

Total TPF Programmed: $1,610,000.00

Estimated Carryover for Future UPWP: $818,539.72

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	Laredo Mass Transit Board
Honorable John Galo	Commissioner	Webb County
Honorable Jesse Gonzalez	Commissioner	Webb County
Jed Brown	Member At Large	Regional Mobility Authority
Epigmenio "Epi" Gonzalez, P.E.	District Engineer	TxDOT
EX-OFFICIO NON-VOTING MEMBERS		
Honorable Judith Zaffirini	Senator - District 21	State of Texas
Honorable Richard Raymond	Representative - District 42	State of Texas
Honorable Don McLaughlin	Representative- District 80	State of Texas

Technical Committee Membership

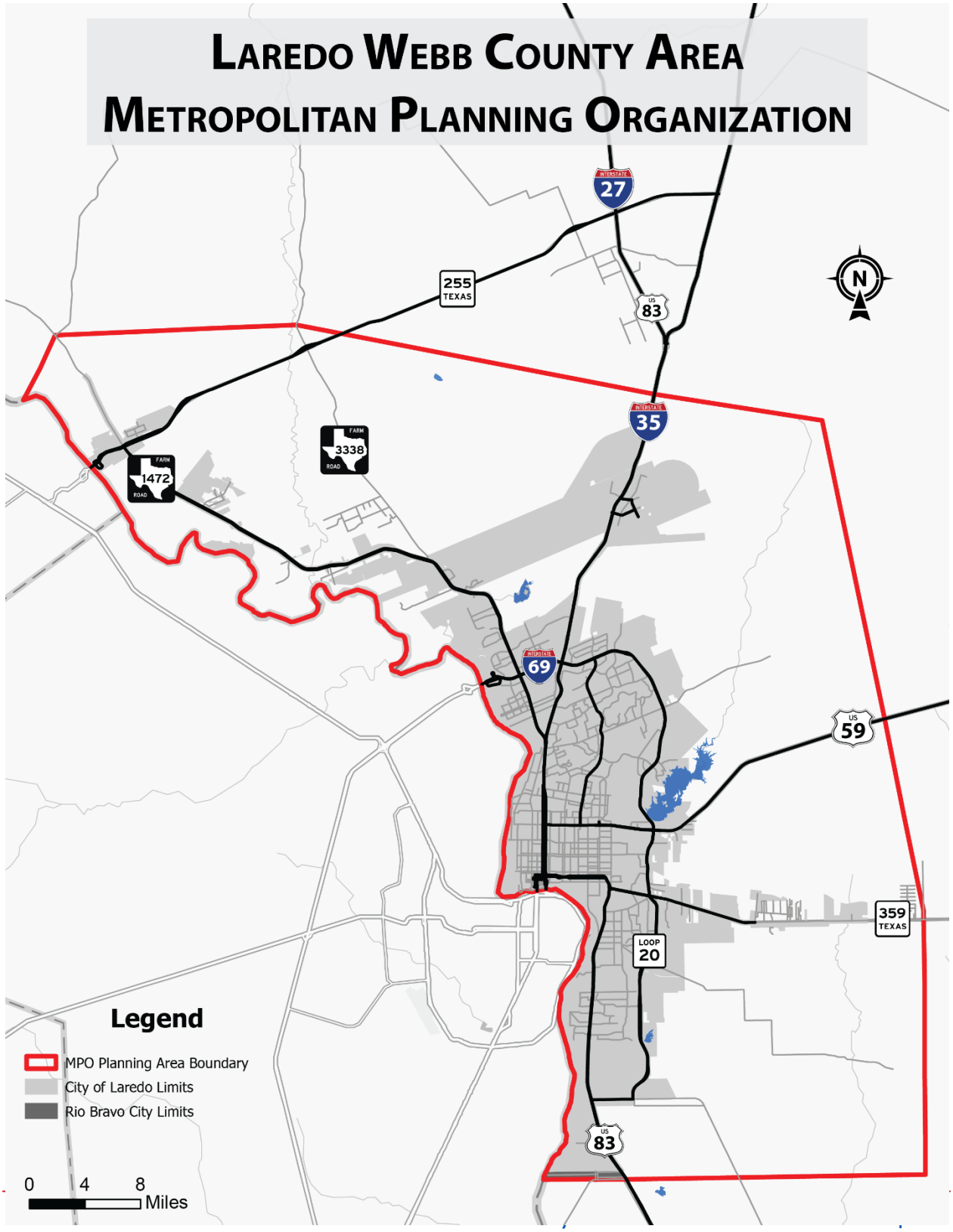
MPO Representative:
MPO Director (Chairperson)
1. City Representatives:
Laredo City Planner
The General Manager of the City Transit System
Laredo Director of Traffic Safety
Laredo Airport Manager
Laredo City Engineer
Laredo Bridge Director
2. County and Regional Representatives:
Webb County Planning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

MPO 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 and Webb County Area Metropolitan Planning Organization as **CONTRACTOR** certifies to the best of its knowledge and belief that it and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible or voluntarily excluded from covered transactions by any federal department or agency;

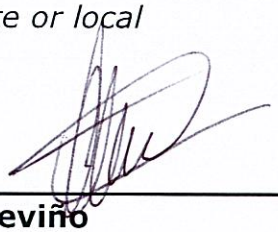
(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(2) Where the **CONTRACTOR** is unable to certify to any of the statements in this certification, such **CONTRACTOR** shall attach an explanation to this certification.

**federal, state or local*



Dr. Victor D. Treviño
Chairperson, MPO Policy Committee
City of Laredo Mayor

7/27/26
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.

7/27/26

Dr. Victor D. Treviño **Date**

Chairperson, MPO Policy Committee

City of Laredo Mayor

Appendix E

Certification of Contract and Procurement Procedures Compliance

I, Dr. Victor D. Treviño a duly authorized officer/representative of the Laredo and Webb County Area Metropolitan Planning Organization Policy Committee 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 — **Date** 7/27/26

Chairperson, MPO Policy Committee
City of Laredo Mayor

Attest:

Juan S. Mendive, AICP
MPO Director

Appendix F

Certification of Internal Ethics and Compliance Program

I, Dr. Victor D. Treviño a duly authorized officer/representative of the Laredo and Webb County Area Metropolitan Planning Organization Policy Committee 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 **Date**

Chairperson, MPO Policy Committee

City of Laredo Mayor

Attest:

Juan S. Mendive, AICP

MPO Director

Appendix G

Completed UPWP Checklist

(see attached)

Texas Department of Transportation

UPWP Review Checklist

FOR MPO ONLY

MPO Name: Laredo Webb County Area MPO

TMA Status: TMA

Air Quality Status: Attainment

UPWP Fiscal Year(s): FY 2027

FOR TPP ONLY

Reviewer: Sara R. Garza

Date Received: 5/6/2026

Date Returned: 5/7/2026

Instructions

This checklist serves as an integral part in the UPWP development and review process. MPOs must submit a completed checklist with each submission of their UPWP. Once the UPWP has been approved by TxDOT, include the final checklist in the UPWP as an appendix.

Advisory (A) – Comments can be addressed by the MPO but do not ultimately impact the document's approval, i.e., improvement to the overall quality of the document, to include elements like grammar, spelling, formatting, use of clear language, graphical improvement, or other related enhancements.

Mandatory (M) – Comments that MUST be addressed to meet minimum state and federal requirements for approval. The reviewer should specify any relevant the relevant policy, regulation, or procedure.

Reset Checklist

Texas Department of Transportation

Cover Page

1. Provides document name (Unified Planning Work Program) and MPO Contractual Name.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

2. Provides document name (Unified Planning Work Program) and MPO Contractual Name.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

3. Indicates MPO TMA status.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

4. Indicates MPO Air Quality Status.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

5. *If adopted:* Identifies the MPO policy-making body's name and the UPWP approval date.	( ) Yes ( ) No (●) N/A
TPP Comments: yes see MPO comment	

MPO Comments:
Will add after adoption on final draft

6. *If approved:* Provides original FHWA approval date and any subsequent amendment approval dates.	◯ Yes ◯ No ◉ N/A
TPP Comments: N/A	
MPO Comments:	

Introduction

7. Includes a definition and purpose of the UPWP.	◉ Yes ◯ No
TPP Comments: yes p9	
MPO Comments:	

8. Includes an acknowledgement of following a performance-based planning approach. [23 CFR 450.306(d)]	◉ Yes ◯ No
TPP Comments: yes page 7	
MPO Comments: See page 7	

9. Includes a description of how the Federal Planning Factors are addressed. [23 CFR 450.306(b)]	◉ Yes ◯ No
TPP Comments: yes	
MPO Comments: General statement on how MPO addresses the factors is mentioned and factors listed on page 6	

10. Includes a statement of cooperation with transit operators. [23 CFR 450.314(a)]	◉ Yes ◯ No

TPP Comments: yes
MPO Comments: Page 11

11. *If final:* Includes an executive summary outlining the general contents of the UPWP.	◉ Yes ○ No ○ N/A
TPP Comments: yes	
MPO Comments:	

Requirements for All Tasks and Subtasks

12. Each Task includes an Objective. [23 CFR 450.308(c)]	◉ Yes ○ No
TPP Comments: yes	
MPO Comments:	

13. Each Task includes Expected products, with a description of the work and a schedule for its completion [23 CFR 450.308(c)]	◉ Yes ○ No
TPP Comments: yes	
MPO Comments:	

14. Each Task includes Previous Work. [23 CFR 450.308(c)]	◉ Yes ○ No
TPP Comments: yes	
MPO Comments:	

15. Each Subtask includes total funds and funding sources. [23 CFR 450.308(c)]	◉ Yes ○ No
TPP Comments: yes	
MPO Comments:	

16. Each Subtask lists the responsible agency(ies). [23 CFR 450.308(c)]	◉ Yes ○ No
TPP Comments: yes	
MPO Comments:	

17. Each Subtask describes who will be performing the work (e.g., MPO, transit agency, local government, consultants). [23 CFR 450.308(c)]	◉ Yes ○ No
TPP Comments: Yes	
MPO Comments:	

18. At least one Subtask addresses the 2.5% Safe and Accessible Set-Aside. [23 USC 134]	◉ Yes ○ No
TPP Comments: yes	
MPO Comments:	

19. All Task work is within the Metropolitan Planning Area boundary. *If no, explain how the work outside the MPA boundary affects the transportation system within the boundary. Only data collection and analysis activities are eligible.* [43 TAC 16.52(b)(2)]	◉ Yes ○ No ○ N/A

TPP Comments: yes
MPO Comments:

20. UPWP adequately and sufficiently covers all ongoing MPO activities.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

Task-Specific Requirements

Task 1: Administration and Management

21. Includes reminders about expenses requiring pre-approvals.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

22. Subtask addresses work and maintenance of UPWP.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments: see task 1	

23. Task addresses staff sick time and vacation.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments: see task 1	

24. Subtask addresses staff training and education, including travel.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments: see task 1	

25. Subtask addresses the APER.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments: See task 1	

26. Subtask addresses the ALOP/APL.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments: See task 1	

Task 2: Data Development and Maintenance

27. Subtasks address continuous collection and maintenance of data to support the metropolitan planning process, such as population, land use, travel, employment, congestion, economic activity, safety, performance measures, and transportation demand.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

Task 3: Short Range Planning

28. Subtasks identify work related to the TIP.	(●) Yes ( ) No
TPP Comments:	

MPO Comments:

Task 4: Metropolitan Transportation Plan

29. Subtasks identify work related to the MTP.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

30. *If MTP lapse is within the next 3 years:* Subtasks include planning related to the MTP update (e.g., modeling, public engagement).	(●) Yes ( ) No ( ) N/A
TPP Comments: yes	
MPO Comments: TDM development is mentioned; next MTP update is due January 2030.	

Task 5: Special Studies

31. Subtasks identify work related to special studies.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

32. Subtasks are limited to planning-related activities.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

Budget Summary

33. Budgeted funding amounts are reasonable and consistent with historical amounts.	(●) Yes ( ) No

TPP Comments: yes
MPO Comments:

34. All Subtasks are accurately tracked and accounted for, including the 2.5% Safe and Accessible Set-Aside.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

35. *If two-year UPWP:* The budget is broken down by year.	( ) Yes ( ) No (●) N/A
TPP Comments: N/A	
MPO Comments:	

36. Provides federal, state, and local share, as appropriate, for funding sources that require a non-federal match.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

37. TPF Summary details anticipated funds, total programmed amount, and expected unexpended carryover.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

Appendices

38. Includes policy-making body membership, Technical Advisory Committee membership, and MPO staff.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

39. Includes Metropolitan Planning Area boundary map with revision date.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

40. Includes signed Debarment Certification.	(●) Yes ( ) No
TPP Comments: yes see comment	
MPO Comments: Will be signed at adoption	

41. Includes signed Lobbying Certification.	(●) Yes ( ) No
TPP Comments: yes see comment	
MPO Comments: Will be signed at adoption	

42. Includes signed Certification of Compliance.	(●) Yes ( ) No
TPP Comments: yes see comment	

MPO Comments: Will be signed at adoption

43. Includes signed Certification of Internal Ethics and Compliance Program.	(●) Yes ( ) No
TPP Comments: yes see comment	
MPO Comments: Will be signed at adoption	

44. *If amendment:* Includes amendment summary.	( ) Yes ( ) No (●) N/A
TPP Comments: N/A	
MPO Comments:	

45. Includes UPWP Review Checklist.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

General Formatting

46. Document follows the most current TxDOT-provided template.	(●) Yes ( ) No
TPP Comments: yes	
MPO Comments:	

47. References to Federal and State regulations are accurate and up to date.	(●) Yes ( ) No

TPP Comments: yes
MPO Comments:

48. Table of Contents matches the structure of the document.	(●) Yes	( ) No
TPP Comments: yes		
MPO Comments:		

49. Document is free of spelling, grammar, and formatting errors.	(●) Yes	( ) No
TPP Comments: yes just needs page 6 fix the formatting # 10 & page 13 # 10,11 & 12		
MPO Comments: Will address any spelling, grammar, and formatting errors prior to final draft		

Additional Comments

TPP Comments: No Great Work!
MPO Comments: