



# MPO 101 for the Eagle Pass MPO

November 13, 2023





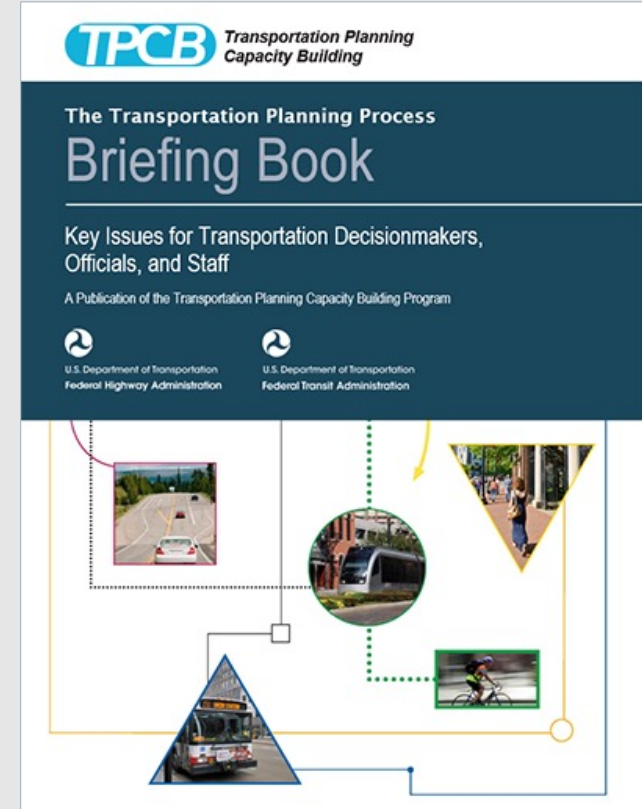
## The Transportation Planning Process Briefing Book

Federal Highway Administration

Federal Transit Administration

Available at:

[https://www.fhwa.dot.gov/planning/publications/briefing\\_book/index.cfm](https://www.fhwa.dot.gov/planning/publications/briefing_book/index.cfm)



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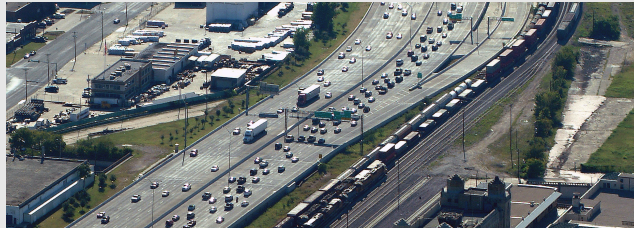


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## Continuing

## Cooperative



## Comprehensive



# What is the 3C Planning Process?



- **Continuing** – The process is ongoing and cyclical.
- **Cooperative** – Transportation stakeholders work together to develop the best strategies for a metropolitan area.
- **Comprehensive** – Programs and strategies address **all modes of transportation**, **all options**, and **the benefits and drawbacks** of all alternatives.



# Evolution of Transportation Planning



1962	Federal Aid Highway Act – <b>Continuing, Cooperative, Comprehensive.</b>
1964	Urban Mass Transportation Act - Funding channeled through local agencies.
1965	Housing and Urban Development Act – Authorized grant funding.
1969	National Environmental Policy Act (NEPA) – Definition of Environmental Studies for Projects.
1970	Amendments to the Clear Air Act – EPA and air quality standards, State Implementation Plans, non-attainment area deadlines.
1975	UMTA Joint Regulations for Urban Planning
1977	Clear Air Act Amendments – Transportation Plan conformity with approved SIPs.
1978	Surface Transportation Assistance Act – Energy conservation and TSM Alternatives.
1983	Final Planning Rules – Simplified Process for small areas, TSM requirements reduced.
1984	UMTA Major Capital Investment – Alternatives Analyses.
1990	Clear Air Act Amendments – Expanded Conformity Requirements.

# Evolution of Transportation Planning



1991	<b>Intermodal Surface Transportation Efficiency Act (ISTEA)</b> <ul style="list-style-type: none"><li>• Fiscal Constraints</li><li>• Increased Public Involvement</li><li>• Congestion Management Systems and CMAQ</li><li>• Intelligent Transportation Systems (ITS)</li></ul>
1994	<b>Executive Order 12898 – Environmental Justice</b>
1998	<b>Transportation Efficiency Act for the 21<sup>st</sup> Century (TEA-21)</b> <ul style="list-style-type: none"><li>• Consolidated to Seven Planning Factors</li><li>• Streamlined Project Planning</li><li>• Regional Intelligent Transportation Systems (ITS) Architecture</li><li>• Increase role of management and operations</li></ul>
2005	<b>Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)</b> <ul style="list-style-type: none"><li>• Added Management and Operations to planning factor</li></ul>
2012	<b>Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21)</b> <ul style="list-style-type: none"><li>• Performance-Based Planning Recommended</li></ul>
2015	<b>Fixing America's Surface Transportation (FAST Act)</b> <ul style="list-style-type: none"><li>• Performance measures and targets Required</li><li>• System report with respect to these performance targets.</li></ul>



## **Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL)**

- MPO representation – equitable and proportional.
- Consistency of planning data – if more than one MPO is designated in an urban area.
- Public participation – encouragement for using social media and web-based tools.
- Travel demand data and modeling – USDOT to support State/MPO efforts (§11205).
- Safe and accessible transportation options – use  $\geq 2.5\%$  of PL funds to increase options (§11206).

### *New Planning Emphasis Areas:*

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future.
2. Equity and Justice40 in Transportation Planning.
3. Complete Streets.
4. Virtual Public Involvement.
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination.
6. Federal Land Management Agency (FLMA) Coordination.
7. Planning and Environment Linkages (PEL).
8. Data in Transportation Planning.

- Prioritization Process Pilot Program (discretionary, §11204)
- Transportation Access Pilot Program (§13010)
- Accelerating Project Delivery

2021



# Infrastructure Investment and Jobs Act (IIJA) Programs



- Repair and rebuild roads and bridges.
- Climate change mitigation – Carbon Reduction Program.
- Resilience (PROTECT Program).
- NEVI (Electric Vehicle Infrastructure).
- Safe Streets for all users (SS4A):

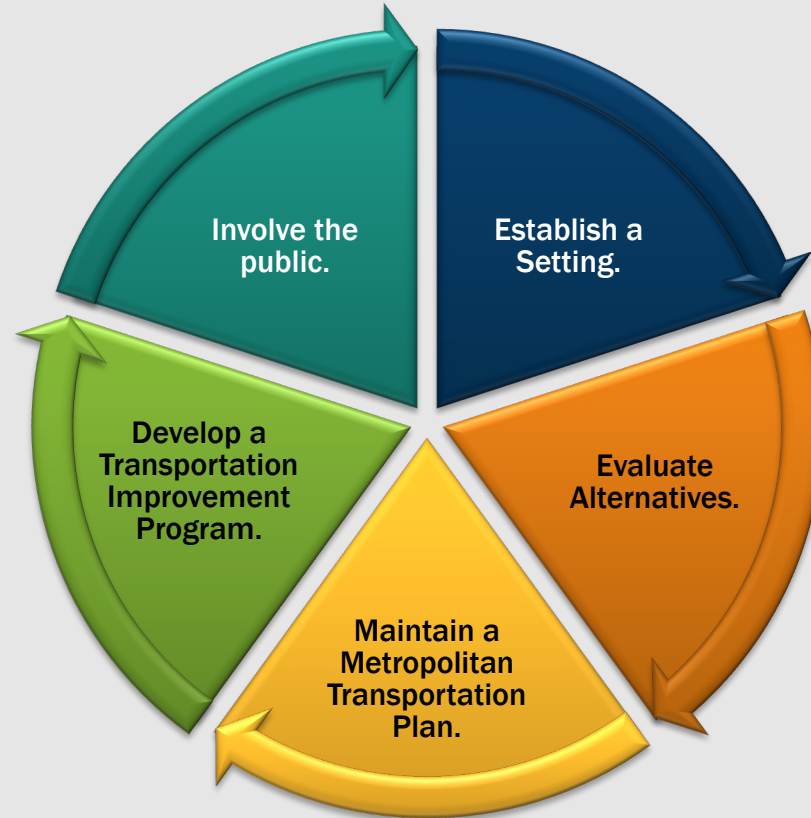
Funding	\$1 billion annually, FY 22-26.	Additional funding subject to appropriations (up to \$200 million /year).
Eligible Recipients	<ul style="list-style-type: none"><li>• Metropolitan Planning Organizations.</li><li>• Political subdivisions of a State.</li><li>• Federally recognized Tribal government.</li><li>• Multijurisdictional group of entities.</li></ul>	<ul style="list-style-type: none"><li>• Not more than 15% of funds can be awarded to projects in a single state in a given fiscal year.</li><li>• 80%/20% Federal/match cost share.</li></ul>
Eligible Activities	<ul style="list-style-type: none"><li>A. Develop a Comprehensive Safety Action Plan.</li><li>B. Conduct planning, design, and development activities for projects and strategies identified in an Action Plan.</li><li>C. Carry out projects and strategies identified in an Action Plan.</li></ul>	At least 40% in a given fiscal year must go towards planning grants.



United States Code	Code of Federal Regulations (CFR)	Texas Administrative Code
<b>Title 23 - Highways</b> <ul style="list-style-type: none"><li>Section 134, Metropolitan Planning</li><li>Section 135, Statewide and Non-Metropolitan Planning</li></ul> <b>Title 49 - Transit</b> <ul style="list-style-type: none"><li>Section 5303, Metropolitan Planning</li><li>Section 5304, Statewide and Non-Metropolitan Planning</li></ul>	<b>23 CFR, Section 450 - Highways</b> <ul style="list-style-type: none"><li>Subpart A, Definitions (§§ 450.100 - 450.104)</li><li>Subpart B, Statewide and non-metropolitan transportation planning (§§ 450.200 - 450.226)</li><li>Subpart C, Metropolitan transportation planning (§§ 450.300 - 450.340)</li></ul> <b>49 CFR, Section 613 - Transit</b> <ul style="list-style-type: none"><li>Subpart A, Metropolitan transportation planning and programming (§ 613.100)</li><li>Subpart B, Statewide and non-metropolitan transportation planning and programming (§ 613.200)</li></ul>	<b>Title 1 – Administration</b> <ul style="list-style-type: none"><li>Part 1, Office of the Governor</li><li>Chapter 5, Subchapter A, Division 2, Metropolitan Planning Organizations</li></ul> <b>Title 30 – Environmental Quality</b> <ul style="list-style-type: none"><li>Part 1, Texas Commission on Environmental Quality</li></ul> <b>Title 43 - Transportation</b> <ul style="list-style-type: none"><li>Part 1, Texas Department of Transportation</li><li>Chapter 16, Planning and Development of Transportation Projects</li><li>Chapter 26, Regional Mobility Authorities</li></ul>



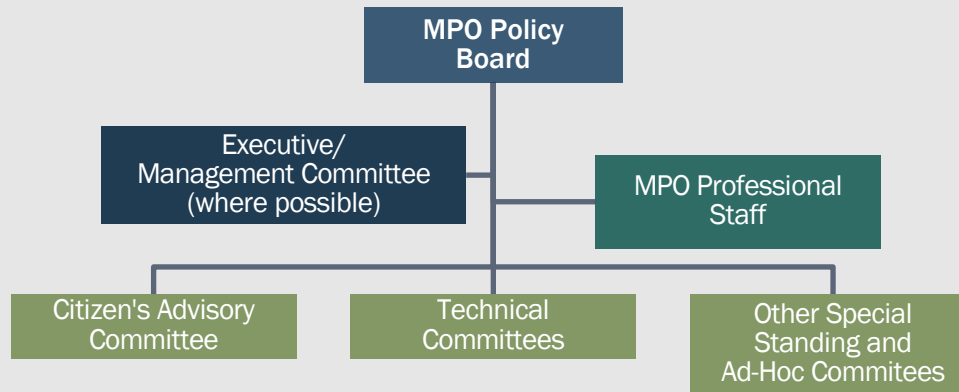
# What are an MPO's core functions?



# What is a Metropolitan Planning Organization (MPO)?



- The **policy board** of an agency created and designated to carry out the **metropolitan transportation planning process** for urbanized areas with populations greater than 50,000 and designated by local officials and the Governor of the State.
- Membership defines an MPO.



Organization chart provided for illustration purposes, only. This varies among MPOs.



# What is the MPO Policy Board?



- The decision-making body for the MPO.
- Primary forum for stakeholder input.
- Debates issues, proposals, and projects regarding key actions in the federal transportation planning process.



Picture Source: Lubbock MPO via Facebook, 2016.

# Who is a member of the MPO Policy Board?



- Board composition is cooperatively determined by states and their local governments.
- Wide variation across all MPOs nationwide:
  - Size (i.e., number of members).
  - Representation (e.g., entities, elected or appointed officials, etc.).
  - Socioeconomic mix.
- Board must represent 75% of the affected population within the urbanized area (including the largest incorporated city, based on population, as named by the Census Bureau).



# What are the Policy Board's responsibilities?



- The MPO policy board formulates and evaluates transportation improvement alternatives, sensitive to the context of regional interest and scaled to the size and complexity of the region.
- All MPOs have the same basic planning requirements.
- The policy board develops the core MPO documents.



Picture Source: Houston Public Media, 2017.

# Engaging an MPO Policy Board



## Multi-tier approach:

- Providing an “**Introduction to an MPO**” upon board membership to discuss how our agency approaches planning.
- Continuing **one-on-one discussions** to:
  - Identify common topics.
  - Discuss needs and priorities.
- **Attending their public events to understand priorities.**
- Working **with their professional staff**:
  - City and County Executives.
  - Intergovernmental Relations.
- “**What have you done for me, lately?**”





# What are an MPO's Advisory Committees?



- MPO Policy Board discretion regarding their implementation and conduct.
- May be mode-oriented, issue-oriented, or focused on a special need.
- Could include executive leadership from member agencies.

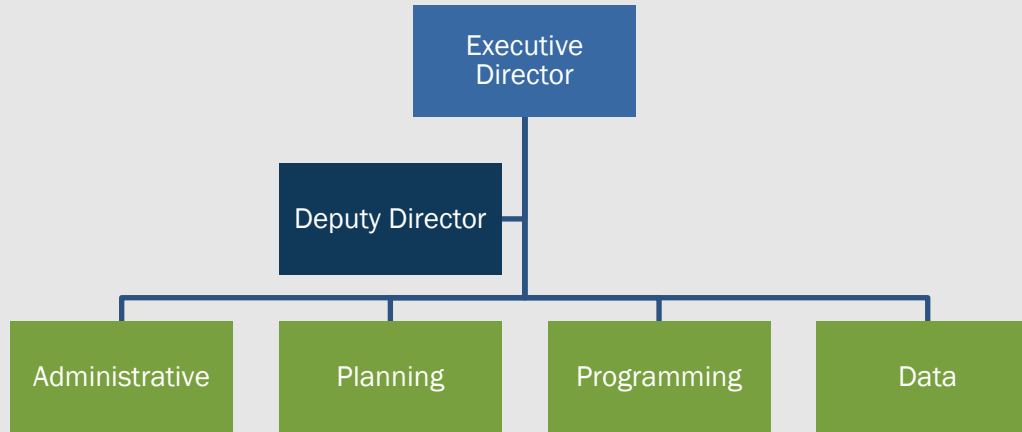


Committee chart provided for illustration purposes, only. This varies among MPOs.

# Who is the MPO Staff?



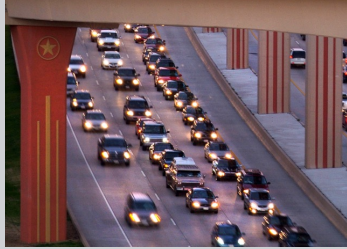
- Generally, manage day-to-day functions.
- Consists of an MPO director and staff.
- Prepare technical assessments and evaluations provided to the board and committees as appropriate.



Organization chart provided for illustration purposes, only. This varies among MPOs.



U.S. Census  
Bureau  
designated urban  
area population  
must exceed  
50,000.



There are more  
than 400 MPOs  
designated  
nationwide.



There are 23  
MPOs in Texas.



Population within  
Texas urban  
areas  
represented by  
an MPO exceeds  
25.6 million.  
(2020 Census)

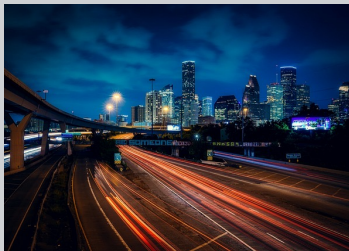
# What is a Transportation Management Area (TMA)?



- For large urban areas (over 200,000 in population), Congress provided a greater role by having the Secretary of Transportation certify these areas as Transportation Management Areas (TMAs).
- One or more Metropolitan Planning Organizations (MPOs) represent a TMA.
- These MPOs in turn have greater requirements for congestion management, project selection and certification.







U.S. Census Bureau-designated urban area population must **exceed 200,000**.



There are now **13 TMAs in Texas** (one by request--Permian Basin).



Beaumont-Port Arthur has a metro population over 300,000, but the two urban areas are each below 200,000 → **NOT a TMA.**



Two new Texas TMAs: **Amarillo and Bryan-College Station.**



## AMPO

Association of  
Metropolitan  
Organizations

[ampo.org](http://ampo.org)

MPO Institute  
(formation underway)

## NARC

National  
Association of  
Regional  
Councils

[narc.org](http://narc.org)

## AASHTO

American  
Association of  
State Highway  
and  
Transportation  
Officials

[transportation.org](http://transportation.org)

Committee on  
Planning

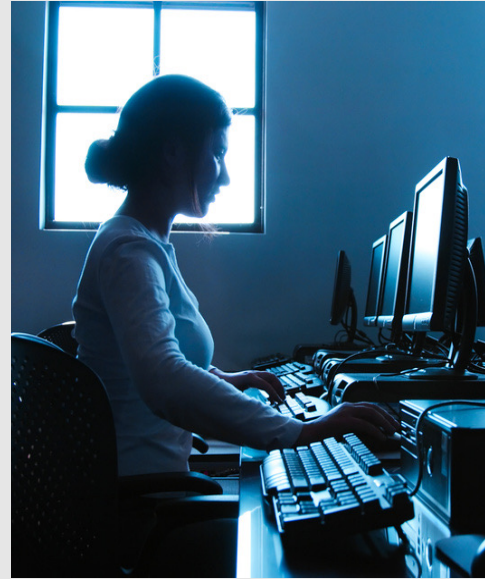
## TEMPO

Texas Association  
of Metropolitan  
Organizations

[texasmpo.org](http://texasmpo.org)

Peer Exchanges  
Partner Agency  
discussion and  
insights.

# Transportation: To what end?





## Mission Statement

What and why does an MPO exist?

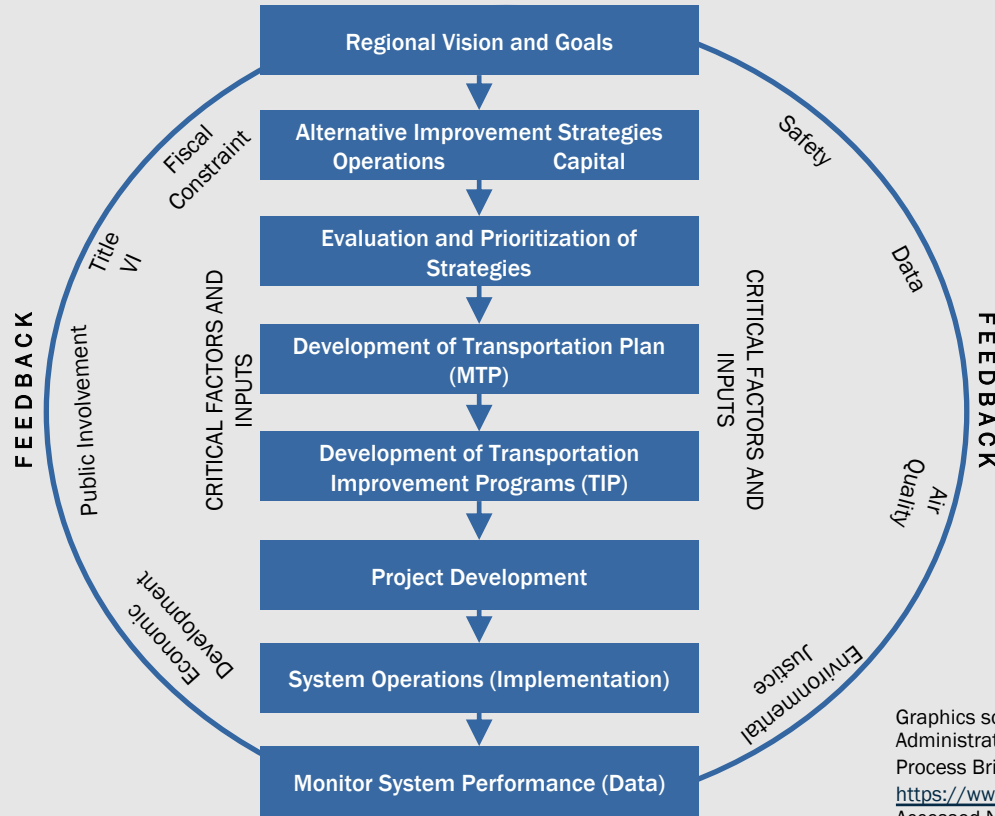
## Motto

Can the MPO be summed up in a few words?

## Vision Statement

What do stakeholders want their transportation system to look like in the future?

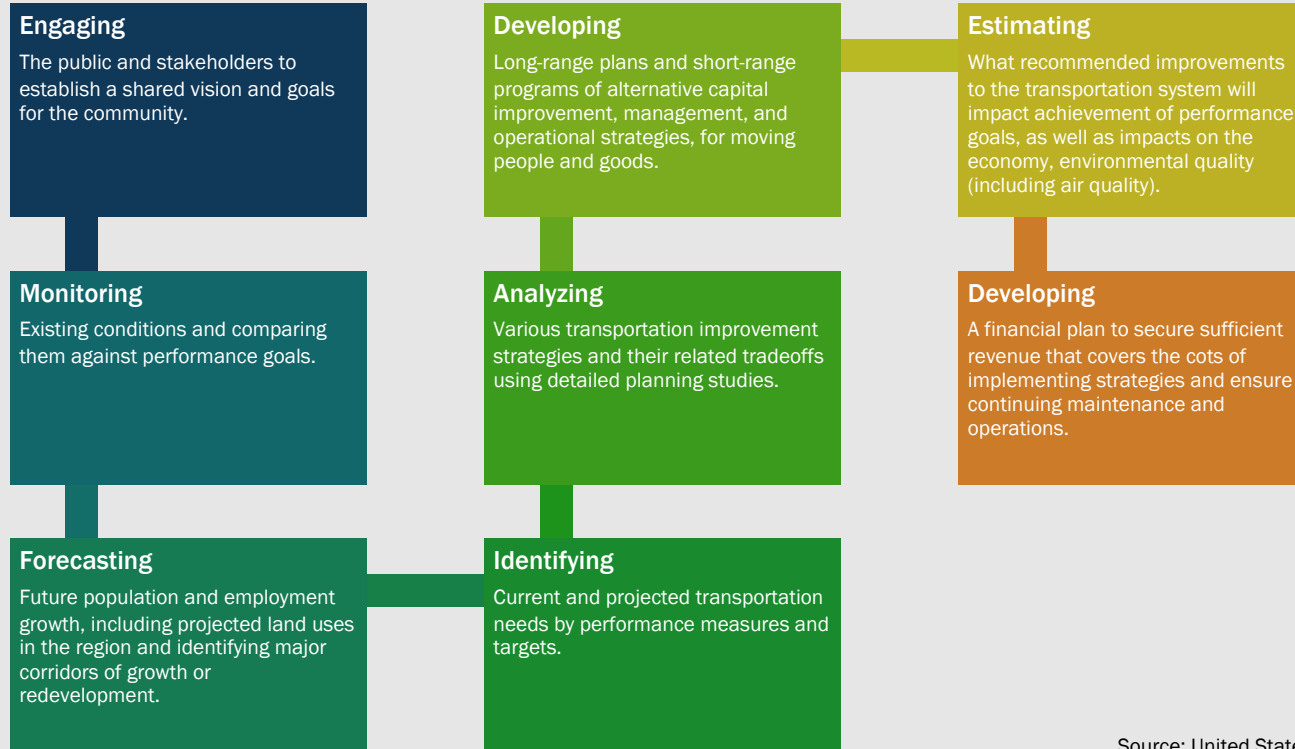
# How is Transportation Planning done?



**Process Informs Decision-making!**

Graphics source: United States Department of Transportation, Federal Highway Administration and Federal Transit Administration, The Transportation Planning Process Briefing Book, 2018 Edition. Available at [https://www.fhwa.dot.gov/planning/publications/briefing\\_book/index.cfm](https://www.fhwa.dot.gov/planning/publications/briefing_book/index.cfm), Accessed November 2022.

# Typical Transportation Planning Process



Source: United States Department of Transportation, Federal Highway Administration and Federal Transit Administration, [The Transportation Planning Process Briefing Book](#), 2018 Edition, p. 3.



# Planning Issues MPOs Consider



Safety

Asset  
Management

Regional  
Economic  
Development

Sustainability and  
Livability

Security

Environmental  
Mitigation

Freight and Goods  
Movement

Mobility

Public  
Participation

Transportation  
Systems  
Management and  
Operations

Environmental  
Justice

Regional  
Coordination

**Tackling the Climate  
Crisis – Transition to  
a Clean Energy,  
Resilient Future.**

**Equity and Justice40  
in Transportation  
Planning.**

**Complete Streets.**

**Virtual Public  
Involvement.**

**Strategic Highway  
Network  
(STRAHNET)/U.S.  
Department of Defense  
(DOD) Coordination.**

**Federal Land  
Management  
Agency (FLMA)  
Coordination.**

**Planning and  
Environment  
Linkages (PEL).**

**Data in  
Transportation  
Planning.**



Strategic Direction:  
Where do we want to go?

Goals and Objectives  
Performance Measures



Planning Analysis:  
How are we going to get there?

Identify Trends and Targets  
Identify Strategies and Analyze Alternatives  
Develop Investment Priorities



Programming:  
What will it take?

Investment Plan  
Resource Allocation/Program of Projects



Implementation and Evaluation:  
How did we do?

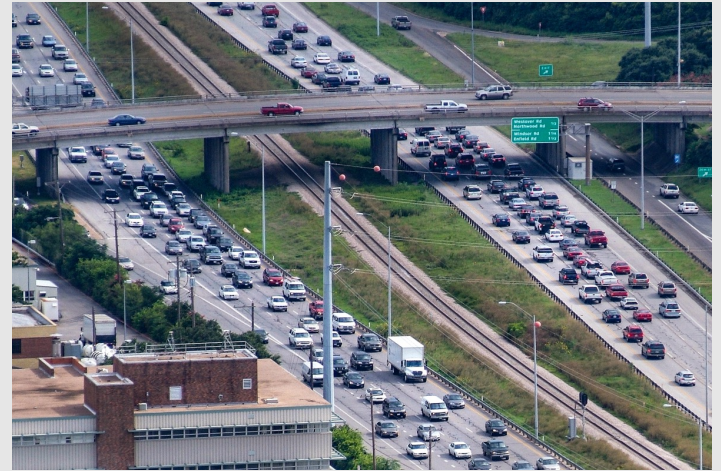
Monitoring  
Evaluating  
Reporting

# Establishing Performance Targets



Targets should be:

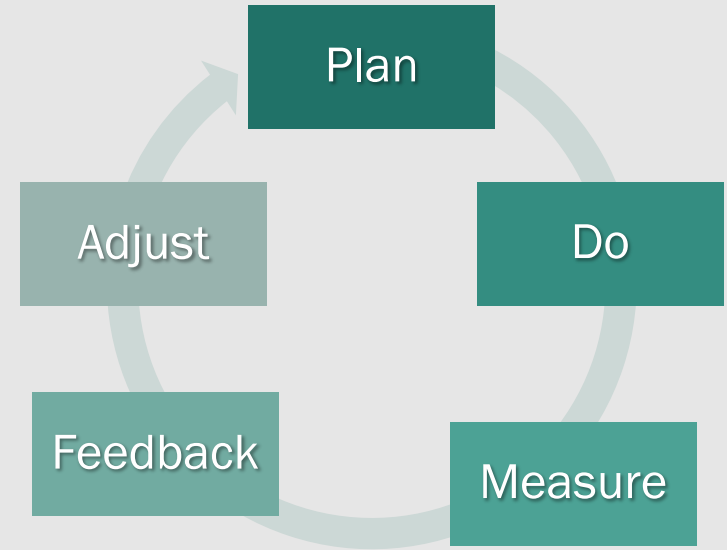
- Reasonable.
- Appropriate for the region.
- Measurable.
- Aligned with national, state, and regional vision, goals, and objectives.



# Why Do Performance-Based Planning?



- **Federal requirement.**
- Provides a feedback loop . . .
  - Were expected results attained?
  - Should something different be done in the future?
  - Builds a system performance report.
- Ties projects to vision, goals, and objectives.
- Benefits decision-makers and the public.
- **Provides accountability and transparency.**



# What are the key products of the transportation planning process?

## Relationship between State, MPO, and Municipal Levels of Government



### Planning Work Programs

- SPR - State Planning and Research Work Programs (state DOTs)
- UPWP - Unified Planning Work Program (MPOs, public transportation providers)
- Annual Budget Reports (counties, cities, towns)

### Long Range Plans

- LRTP - Long Range Statewide Transportation Plan (state DOTs)
- MTP - Metropolitan Transportation Plan (MPOs)
- Throughfare Plan, or Service Plan, or Transportation Plan (public transportation providers, counties, cities, towns)

### Improvement Programs

- STIP – Statewide Transportation Improvement Program (state DOTs)
- TIP – Transportation Improvement Program (MPOs)
- CIP – Capital Improvement Program (counties, cities, towns)

### Outreach

- PIP - Public Involvement Program (state DOTs)
- PPP - Public Participation Plan (MPOs)
- Municipal Programs and Protocols (public transportation providers, counties, cities, towns)

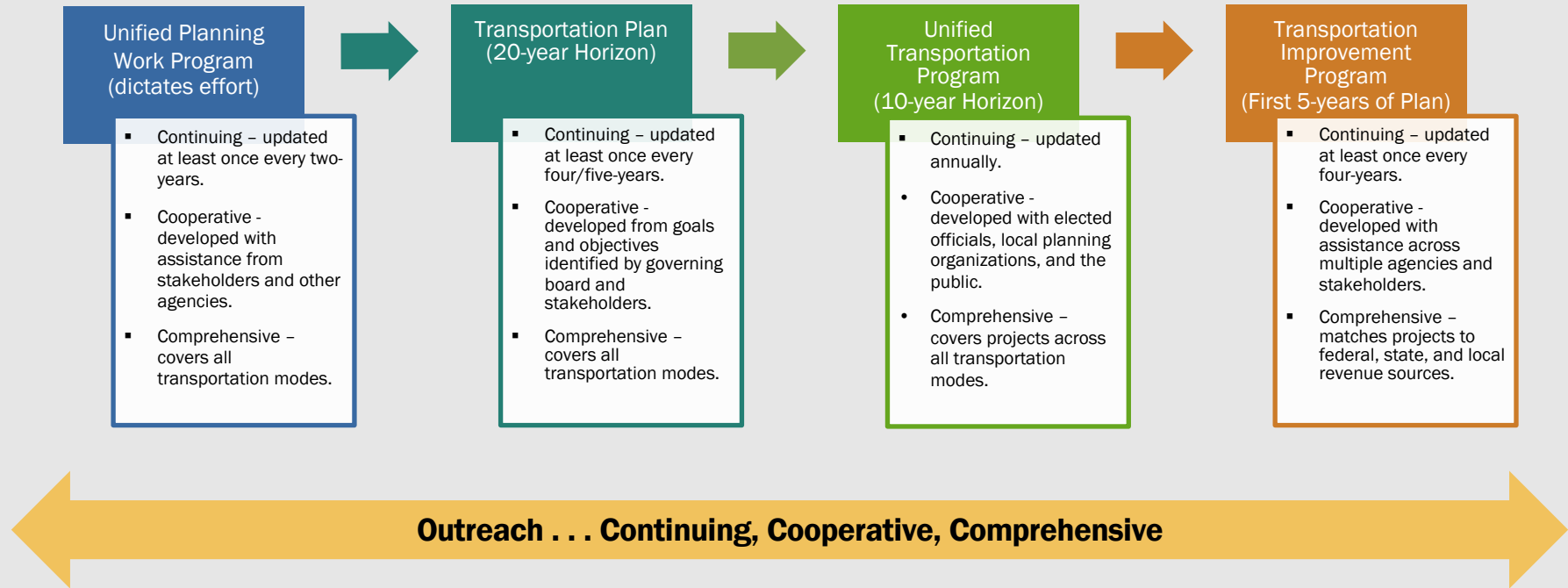
#### Legend:

Green text are requirements at the State level.

Blue text are requirements at the MPO level.

Black text are requirements at the County-Municipal Levels.

# What is the hierarchy?

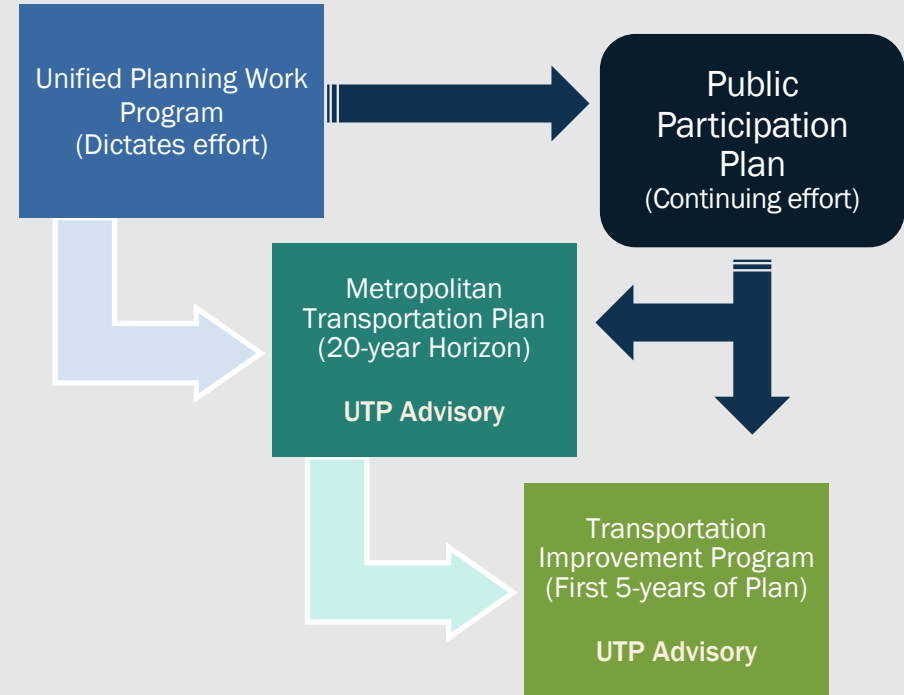




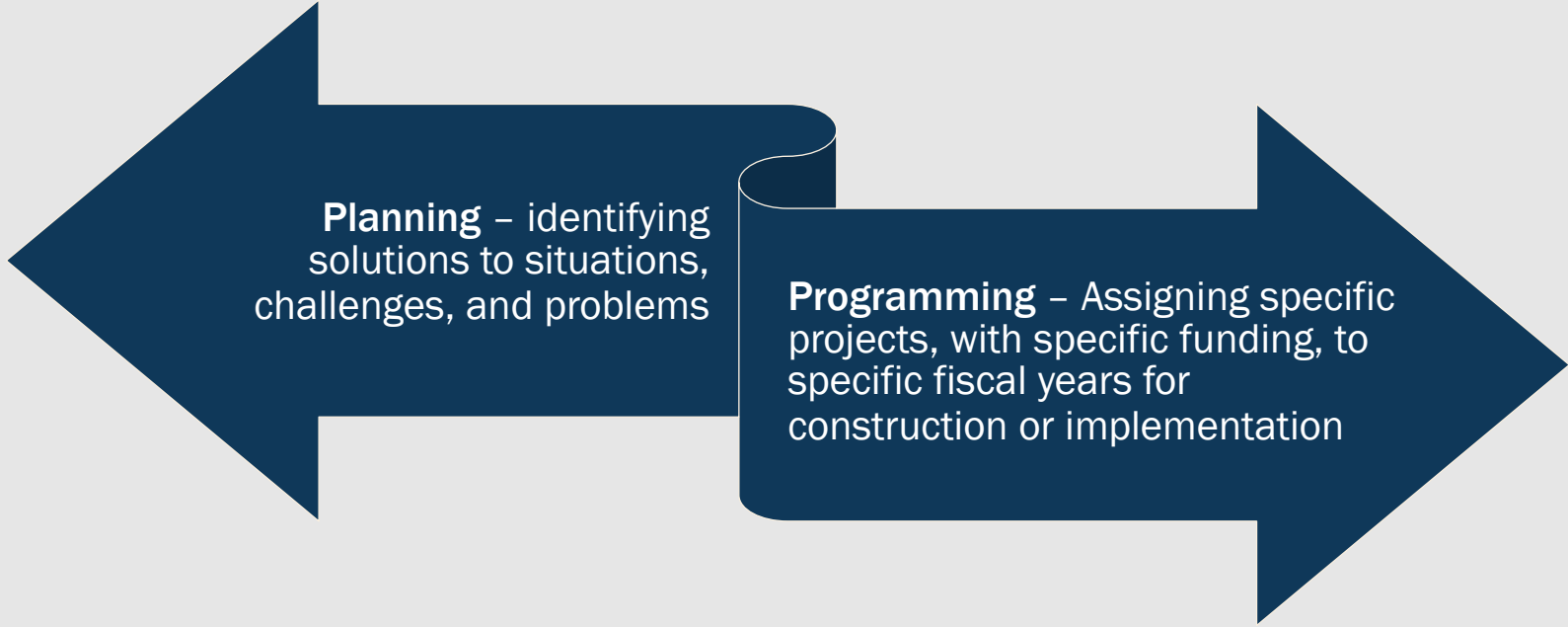
# What are the Policy Board's responsibilities with these documents?



- The MPO policy board formulates and evaluates transportation improvement alternatives, sensitive to the context of regional interest and scaled to the size and complexity of the region.
- The policy board develops the core MPO documents.



# What is the difference between planning and programming?



**Planning** – identifying solutions to situations, challenges, and problems

**Programming** – Assigning specific projects, with specific funding, to specific fiscal years for construction or implementation

# What is the Unified Planning Work Program?



A Unified Planning Work Program (UPWP) is an annual or biennial statement of work identifying the planning priorities and activities to be carried out within a metropolitan planning area. The document includes:

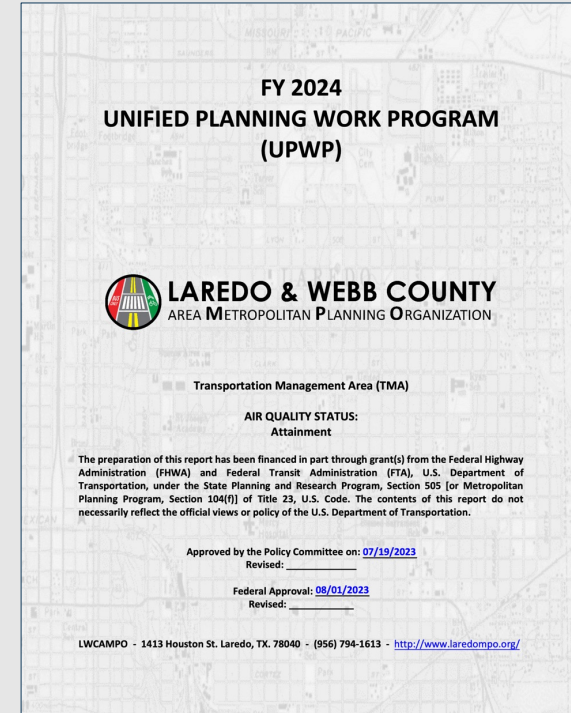
- Planning data and analysis tasks.
- Public outreach activities.
- MTP and TIP preparation, including supporting new federal emphasis areas, regional studies and products.
- Federally-funded studies.

Code	Description
<a href="#"><u>23 C.F.R. § 420</u></a>	Planning and Research Program Administration
<a href="#"><u>23 C.F.R. § 450.308</u></a>	Unified Planning Work Programs
<a href="#"><u>23 U.S.C. § 134</u></a>	Metropolitan Transportation Planning
<a href="#"><u>23 U.S.C. § 135</u></a>	Statewide Planning
<a href="#"><u>23 U.S.C. § 139</u></a>	Efficient Environmental Reviews for Policy Decision Making
<a href="#"><u>31 U.S.C. § 3101-3907</u></a>	Financial Management
<a href="#"><u>2 C.F.R. 200</u></a>	Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
<a href="#"><u>49 C.F.R. Part 18</u></a>	Uniform Administrative Requirements for Grants and Cooperative Agreements to States and Local Governments
<a href="#"><u>49 C.F.R. Part 29</u></a>	Government-wide Debarment and Suspension (Non-procurement) and Government-wide Requirements for Drug-free Workplace (Grants)
<a href="#"><u>FTA Circular 8100.1C</u></a>	Program Guidance for Metropolitan Planning and State Planning and Research Program Grants

# What must be included in a UPWP?



Cover	Title Page	Table of Contents	Body of Document	Appendices
<ul style="list-style-type: none"><li>▪ Cover Art</li><li>▪ Provide MPO Name.</li><li>▪ UPWP Duration (FY)</li></ul>	<ul style="list-style-type: none"><li>▪ UPWP Duration</li><li>▪ Document Name</li><li>▪ MPO Status (TMA?)</li><li>▪ MPO Air Quality Status</li><li>▪ Policy Board Approval Date</li><li>▪ FHWA Approval Date</li><li>▪ Contact information</li></ul>	<ul style="list-style-type: none"><li>▪ Identify MPO name in Header</li><li>▪ Title: Table of Contents</li><li>▪ Put links in electronic submissions</li><li>▪ Executive Summary (Optional)</li><li>▪ Footer (page numbers, etc.)</li></ul>	<p>Introduction</p> <ol style="list-style-type: none"><li>1. Administration and Management</li><li>2. Data Development and Maintenance</li><li>3. Short Range Planning</li><li>4. Metropolitan Transportation Plan</li><li>5. Special Studies</li></ol> <p>Budget Summaries</p>	<ul style="list-style-type: none"><li>▪ Policy Board membership</li><li>▪ Technical Advisory Committee membership</li><li>▪ MPO Staff</li><li>▪ Metropolitan boundary map</li><li>▪ Debarment Certification</li><li>▪ Lobbying Certification</li><li>▪ Certification of internal Ethics and Compliance Program</li></ul>



Source: [https://www.laredompo.org/wp-content/uploads/2023/08/2024UPWP\\_2023.07.19-Executed.pdf](https://www.laredompo.org/wp-content/uploads/2023/08/2024UPWP_2023.07.19-Executed.pdf). Accessed 11/8/2023.

# What are Work Elements and Task Sheets?



The UPWP is the listing of planning work items that the MPO intends to undertake during the grant award period (currently two years). Examples of these work items may include, but not be limited to:

- Transportation Improvement Plan development;
- Metropolitan Transportation Plan development;
- HPMS data collection;
- Public Participation Plan;
- Title VI Plan;
- Multimodal mobility planning;
- Administer or manage planning studies or participate as a member of the study TAC; and
- all other transportation planning functions to meet state and federal requirements.

MPO	MTP	TIP	UPWP	PPP	CMP
Ablene MPO	X	X	X	X	
Amarillo MPO	X	X	X		
Austin MPO (CAMPO)	X	X	X	X	X
Beaumont – Port Arthur MPO (SETRPC)	X	X	X	X	
Bryan-College Station MPO	X	X	X	X	
Corpus Christi MPO	X	X	X	X	X
Dallas-Fort Worth MPO (NCTCOG)	X	X	X	X	X
El Paso MPO	X	X	X	X	X
Houston-Galveston MPO (HGAC)	X	X	X	X	X
Killeen-Temple MPO (KTMPO)	X	X	X	X	X
Laredo MPO	X	X	X	X	X
Longview MPO	X	X	X		
Lubbock MPO	X	X	X	X	X
Permian Basin MPO	X	X	X	X	X
Rio Grande Valley MPO	X	X	X	X	Not Available
San Angelo MPO	X	X	X	X	
Alamo Area MPO	X	X	X	X	X
Grayson County MPO	X	X	X	X	
Texarkana MPO	X	X	X	X	
Tyler Area MPO	X	X	X	X	
Victoria MPO	X	X	X	X	
Waco MPO	X	X	X	X	
Wichita Falls MPO	X	X	Not Available	X	

Source: <https://www.texasmpo.org/planning-documents>. Accessed 11/8/2023.

# What is the Metropolitan Transportation Plan (MTP)?



- Describes vision for the region, and policies, operational strategies, and projects for achieving the goals.
- Covers **at least the next 20 years**.
- Leads to an intermodal system.
- Reflects public involvement.
- Contains a financial plan and is fiscally constrained.
- Is updated every four-years (five-years in non-attainment areas).

Code	Description
<a href="#"><u>23 U.S.C. § 134(h)(i)</u></a>	These laws describe the structure and requirements of MPOs as well as the scope of the metropolitan planning process.
<a href="#"><u>49 U.S.C. § 5303</u></a>	
<a href="#"><u>23 C.F.R. § 450.316</u></a>	These laws discuss planning assistance standards for metropolitan planning agreements, congestion management, and the development and content of the metropolitan transportation plan.
<a href="#"><u>23 C.F.R. § 450.320</u></a>	
<a href="#"><u>23 C.F.R. § 450.322</u></a>	
<a href="#"><u>23 C.F.R. § 500.109</u></a>	Defines the requirements, strategies, and performance measures that must be integrated into a Congestion Management System (CMS), Public Transportation Management System (PTMS), and Intermodal Management System (IMS.)
<a href="#"><u>23 C.F.R. § 500.110</u></a>	
<a href="#"><u>23 C.F.R. § 500.111</u></a>	



# What is fiscally constrained planning?



- Federal regulations require Metropolitan Transportation Plans (MTPs) and Transportation Improvement Programs (TIPs) to be “fiscally constrained.”
- Fiscal constraint is demonstrated by including sufficient financial information to confirm that projects in those documents can be implemented using committed or available revenue sources.
- Reasonable assurance is needed that the federally supported transportation system is being adequately operated and maintained.

Fiscal constraint is defined as a demonstration of sufficient funds, from Federal, State, local, and private sources, which will be used to implement proposed transportation system improvements, as well as to operate and maintain the entire system. This demonstration is carried out by comparing revenues and costs.

Source: United States Department of Transportation, Federal Highway Administration and Federal Transit Administration, The Transportation Planning Process Briefing Book, 2018 Edition, p. 27.

# At a minimum, what should an MTP include?



Goals and Objectives  
for the MTP.

Identification of  
transportation  
facilities.

Performance  
Measures and  
Targets.

System Performance  
Report.

Operational and  
Management  
Strategies.

Financial Plan.  
Capital Investments  
and proposed  
financing.

Mitigation Activities.

Transportation and  
Transit Enhancement  
Activities.

**Ten-Year Planning  
Horizon**  
(to coincide with the  
TxDOT UTP).



Source: <https://www.laredompo.org/mtp/mtp-2020-2045/>.  
Accessed 11/8/2023.

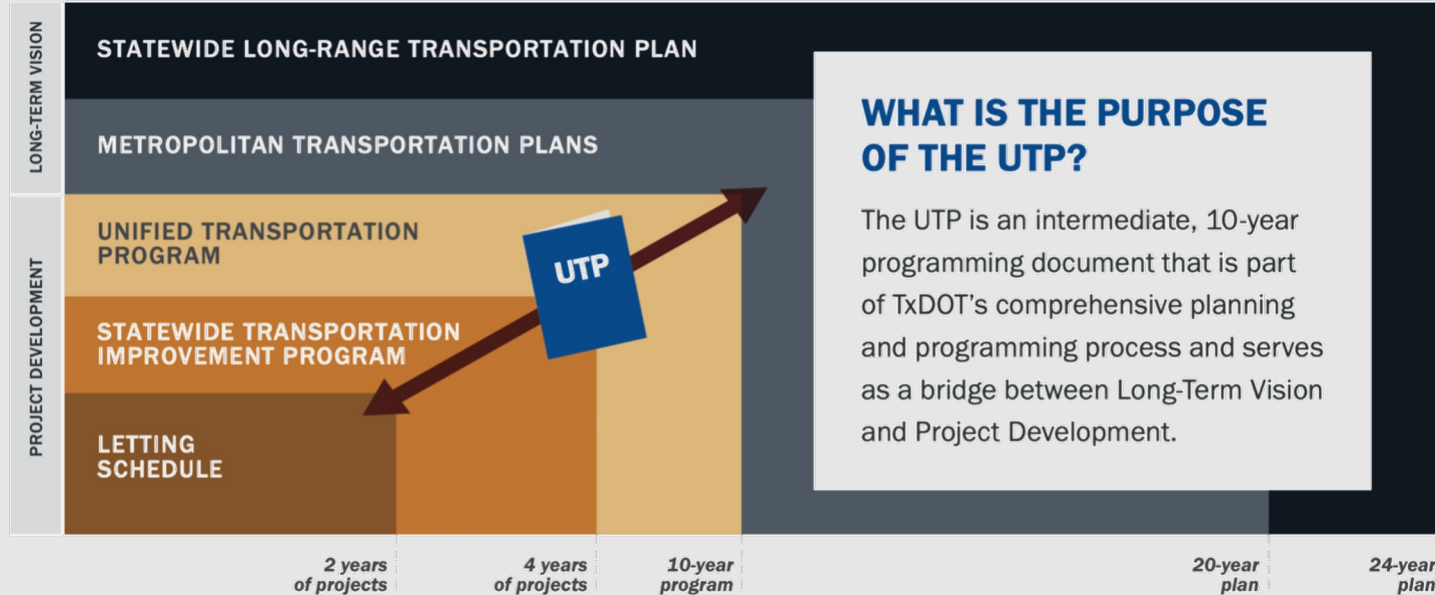
# What are some tips for establishing an effective MTP?



- Every MPO is unique . . .  
thus, goals and objectives will differ.
- Every MTP **MUST** have a public and stakeholder participation process.
- MPO planning horizon is a minimum 20-years; however, updates must be accomplished every 5-years or 4-years if the urban area is non-attainment for federal air quality standards.
- Where applicable, consider **illustrative projects**.
- Have fun . . . the MTP is an opportunity for an urban area to chart its transportation future. Remember the 3-Cs in establishing an MTP.

MPO	MTP TIP	UPWP	PPP	CMP
Ablene MPO	X X	X	X	
Amarillo MPO	X X	X		
Austin MPO (CAMPO)	X X	X	X	X
Beaumont – Port Arthur MPO (SETRPC)	X X	X	X	
Bryan-College Station MPO	X X	X	X	
Corpus Christi MPO	X X	X	X	X
Dallas-Fort Worth MPO (NCTCOG)	X X	X	X	X
El Paso MPO	X X	X	X	X
Houston-Galveston MPO (HGAC)	X X	X	X	X
Killeen-Temple MPO (KTMPO)	X X	X	X	X
Laredo MPO	X X	X	X	X
Longview MPO	X X	X		
Lubbock MPO	X X	X	X	X
Permian Basin MPO	X X	X	X	X
Rio Grande Valley MPO	X X	X	X	Not Available
San Angelo MPO	X X	X	X	
Alamo Area MPO	X X	X	X	X
Grayson County MPO	X X	X	X	
Texarkana MPO	X X	X	X	
Tyler Area MPO	X X	X	X	
Victoria MPO	X X	X	X	
Waco MPO	X X	X	X	
Wichita Falls MPO	X X	Not Available	X	

Source: <https://www.texasmpo.org/planning-documents>. Accessed 11/8/2023.



Within the UTP framework, TxDOT works with elected officials, local planning organizations, and the public to select and fund the state's highest priority transportation projects.

Source: <https://www.txdot.gov/projects/planning/utp.html>, Accessed July 2023.

# Funding Categories



1. Preventative Maintenance and Rehabilitation

2. Metro and Urban Area Corridor Projects

3. Non-Traditionally Funded Transportation Projects (includes local and private funds)

4. Statewide Connectivity Corridor Projects

5. Congestion Mitigation and Air Quality Improvement (air quality non-attainment and maintenance areas)

6. Structures Replacement and Rehabilitation (bridges – prioritized statewide)

7. Metropolitan Mobility and Rehabilitation (TMAs only)

8. Safety Projects

9. Transportation Alternatives (TMAs get designated amounts; others compete statewide)

10. Supplemental Transportation Projects

11. District Discretionary

12. Strategic Priority

# What are the current UTP project listings for Maverick County?



## LAREDO DISTRICT Listed Projects



Source: <https://ftp.txdot.gov/pub/txdot/get-involved/tpp/utp/081823-2024utp.pdf>.  
Accessed 11/8/2023.

## LAREDO DISTRICT Listed Projects

MAVERICK COUNTY											
MAP ID	HIGHWAY	PROJECT NAME/PROJECT ID (CSJ NUMBER)	FROM	TO	ESTIMATED LET DATE RANGE	CONSTRUCTION COST ESTIMATE	UTP ACTION	TOLL	AUTHORIZED CONSTRUCTION FUNDING BY CATEGORY		TIER
1a	US 57	Rehabilitation of Existing Road - Maverick County 0276-01-048	1.179 Miles South of SL 480	1.178 Miles North of SL 480	FY 2028-2033	\$7,573,676	New Authorization	No	Cat. 12 Strategic Priority.....	\$7,573,676	3
									TOTAL.....	\$7,573,676	
1b	US 277	Rehabilitation of Existing Road - Maverick County 0299-04-083	0.357 Miles South of SL 480	0.495 Miles North of SL 480	FY 2028-2033	\$11,049,043	New Authorization	No	Cat. 4 Rural.....	\$11,049,043	3
									TOTAL.....	\$11,049,043	
1c	SL 480	New Location Non-Freeway - Eagle Pass 0299-14-010	US 57	US 277 N	FY 2028-2033	\$68,695,488	New Authorization	No	Cat. 12 Strategic Priority.....	\$68,695,488	1
									TOTAL.....	\$68,695,488	
1d	SL 480	Interchange at SL 480 - Eagle Pass 0299-14-028	0.699 Miles South of US 277	US 277	FY 2028-2033	\$50,891,561	New Authorization	No	Cat. 12 Strategic Priority.....	\$50,891,561	1
									TOTAL.....	\$50,891,561	
1e	FM 1588	Rehabilitation of Existing Road - Eagle Pass 1508-03-010	0.40 Miles South of SL 480	0.26 Miles North of SL 480	FY 2028-2033	\$4,646,338	New Authorization	No	Cat. 12 Strategic Priority.....	\$4,646,338	1
									TOTAL.....	\$4,646,338	

Source: <https://ftp.txdot.gov/pub/txdot/get-involved/tpp/utp/081823-2024utp.pdf>.  
Accessed 11/8/2023.



# What is the Transportation Improvement Program?



- A staged, multi-year, intermodal program of prioritized transportation initiatives consistent with Plan.
- Shows annual activity for the initial years of the Metropolitan Plan . . . **a minimum four-year horizon**.
- Contains a financial plan and is fiscally constrained.
- An initiative not listed in the TIP cannot receive FHWA or FTA funds.
- Reflects public involvement.
- Must be updated at least every two-years.

Code	Description
<u>23 U.S.C. § 134 (h) (i) and (k) (3) and (4)</u>	Metropolitan Transportation Planning
<u>23 U.S.C. § 135</u>	Statewide Transportation Planning
<u>23 U.S.C. § 139</u>	Efficient Environmental Reviews for Project Decision making
<u>23 U.S.C. § 204</u>	Federal Lands Highways Program
<u>49 U.S.C. § 5304</u>	Statewide Transportation Planning
<u>23 C.F.R. Part 450 §§ 320, 324, 326, 328, 330, and 332</u>	Congestion Management Process in Transportation Management Areas, Development and Content of the TIP, TIP Revisions and Relationship to the STIP, TIP Action by the FHWA and the FTA, Project Selection From the TIP, and Annual Listing of Obligated Projects, respectively
<u>23 C.F.R. Part 500 §§ 109, 110, and 111</u>	Congestion Management System, Public Transportation Management System, and Intermodal Management System, respectively



- The TIP shall link investment priorities to achievement of performance targets in the plans.
- Identify how projects will help reach targets.
- Describe and ensure the feedback loop process.



# What must MPOs consider when developing a TIP?



- The MPO should involve its member governments, the State, and local public transit operators.
- The TIP should contain transportation projects consistent with the MTP.
- Investment priorities from the MTP should be reflected in the TIP.
- The public should be given an opportunity to comment on the TIP and modifications made to the TIP.
- Reasonable funding estimates should accompany projects included in the TIP.
- The TIP must be approved not only by the MPO but also the Governor.



Source: <https://www.law.cornell.edu/uscode/text/49/5303#j>.

Photo source: TTI Photo Library. Accessed 11/8/2023.



- **Nothing is guaranteed!**
- Federal funds seem consistent as these are based on multi-year federal transportation bills (legislation). Key is consistent appropriations.
- State funding is more variable:
  - Proposition 1 – Severance (oil and gas production) taxes (dependent on prices and production levels).
  - Proposition 7 – State motor fuel tax, vehicle registration fees, and sales taxes (dependent on the overall economy).
- **Wherever possible, leverage funds from all possible sources.**





# What are some tips for establishing an effective TIP?



- As an MPO TIP is rolled up into the State Transportation Improvement Program (STIP), it is important that the funds for the project listings match the TxDOT funding categories.
- A TIP can be developed and approved by the MPO Policy Board simultaneously with the MTP. Same matter for updates and amendments.
- Like the MTP, the TIP requires a public/stakeholder involvement process.



Photo source: TTI Photo Library. Accessed 11/8/2023.

# What is the Public Participation Plan (PPP)?



The PPP is an integral part of the transportation process which helps ensure that decisions are made in consideration of and to benefit public needs and preferences. The federal authority behind the PPP is noted in the table.

Code	Description
<a href="#"><u>23 U.S.C. § 134(i)(5)(B)</u></a>	These laws state that MPOs are required to develop a public participation plan, in consultation with interested parties, that provides reasonable opportunities for all parties to participate in and comment on transportation plans.
<a href="#"><u>23 C.F.R. § 450.316 (a)</u></a>	
<a href="#"><u>Title VI of the 1964 Civil Rights Act</u></a>	This act prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance.
<a href="#"><u>Title VI and implementing regulations</u></a>	This ensures meaningful access to the benefits, services, and information of their program and activities for LEP individuals.

# What are the specific requirements for an MPO PPP?

## 23 CFR § 450.316



The MPO shall develop and use a documented participation plan that defines a process for providing

- individuals,
- affected public agencies,
- representatives of public transportation employees,
- public ports,
- freight shippers,
- providers of freight transportation services,
- private providers of transportation (including intercity bus operators, employer-based commuting

programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program),

- representatives of users of public transportation,
- representatives of users of pedestrian walkways and bicycle transportation facilities,
- representatives of the disabled, and
- other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

Source: [https://www.law.cornell.edu/cfr/text/23/450.316#:~:text=\(a\)%20The%20MPO%20shall%20develop,private%20providers%20of%20transportation%20\(including](https://www.law.cornell.edu/cfr/text/23/450.316#:~:text=(a)%20The%20MPO%20shall%20develop,private%20providers%20of%20transportation%20(including) . Accessed 11/8/2023.

MPO	MTP	TIP	UPWP	PPP	CMP
Ablene MPO	X	X	X	X	
Amarillo MPO	X	X	X		
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Bryan-College Station MPO	X	X	X	X	
Corpus Christi MPO	X	X	X	X	X
Dallas-Fort Worth MPO (NCTCOG)	X	X	X	X	X
El Paso MPO	X	X	X	X	X
Houston-Galveston MPO (HGAC)	X	X	X	X	X
Killeen-Temple MPO (KTMPO)	X	X	X	X	X
Laredo MPO	X	X	X	X	X
Longview MPO	X	X	X		
Lubbock MPO	X	X	X	X	X
Permian Basin MPO	X	X	X	X	X
Rio Grande Valley MPO	X	X	X	X	Not Available
San Angelo MPO	X	X	X	X	
Alamo Area MPO	X	X	X	X	X
Grayson County MPO	X	X	X	X	
Texarkana MPO	X	X	X	X	
Tyler Area MPO	X	X	X	X	
Victoria MPO	X	X	X	X	
Waco MPO	X	X	X	X	
Wichita Falls MPO	X	X	Not Available	X	

Source: <https://www.texasmpo.org/planning-documents>. Accessed 11/8/2023.

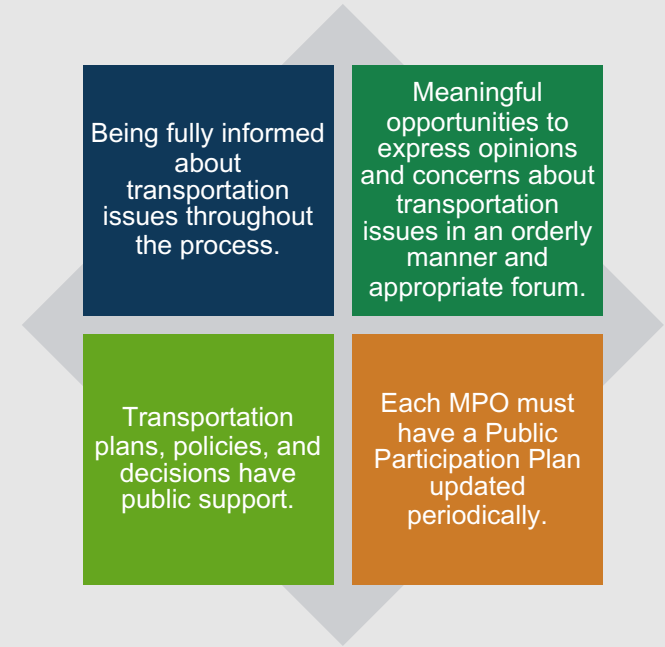


# Thoughts about engaging the public . . .



- Go beyond simply “checking the box” . . . address the spirit of the requirements.
- Best practices include:
  - Give the public purpose in planning by taking the participation to them.
  - Find locations with good bicycle, pedestrian, and transit connections.
  - Set milestones and celebrate accomplishments.
  - Develop and explain benefits with participation from policy board.
  - Find methods to acknowledge entities and individuals for participating.

More information available from [Public Involvement Best Practices– Susan Howard \(TxDOT TPP\)](#), December 8, 2022 TEMPO meeting presentation.



Source: FHWA, Texas Division.

# Tools available for Equity Analysis



Transportation  
Community (ETC)  
Explorer

FHWA's Planning and  
Equity Tool

FHWA's Screening Tool  
for Equity Analysis of  
Projects (STEAP)

FHWA's final summary  
report for  
"Environmental Justice  
and Equity Screening  
Tools Peer Network,  
2021"

FHWA's final summary  
report for 2022  
workshop on "Elevating  
Equity through Spatial  
Analysis and  
Visualization"

Transportation equity  
topic page on FHWA/FTA  
TPCB site

EPA's Environmental  
Justice Screening and  
Mapping Tool, EJScreen

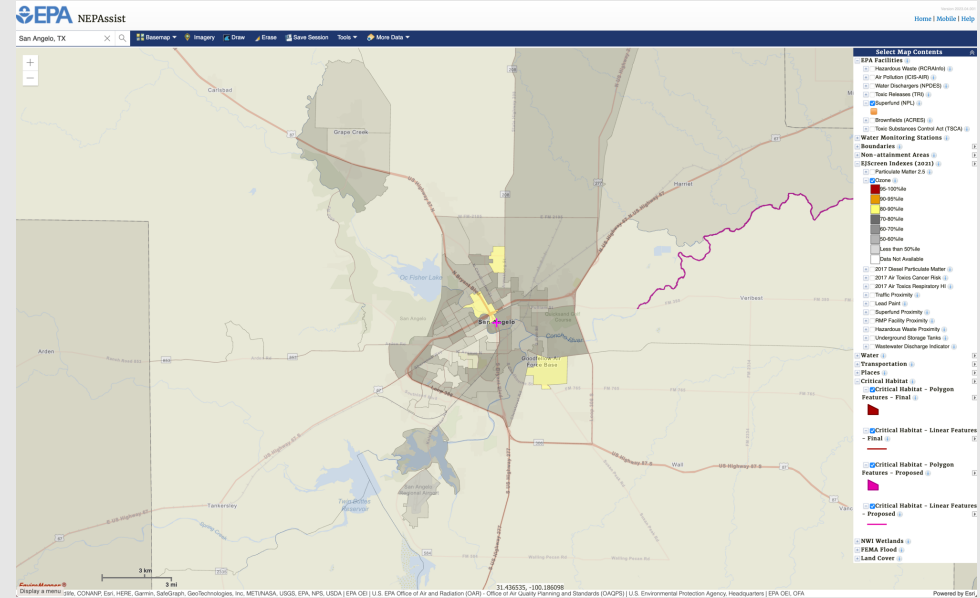
White House Council of  
Environmental Quality's  
Climate and Economic  
Justice Screening Tool  
(CEJST)

CDC's Social  
Vulnerability Index

Source: FHWA, Texas Division.

# NEPAssist Tool

- Environmental data analysis tool.
- Useful for project impact areas and population characteristics of specific MPO areas, such as:
  - Environmental.
  - Population cohorts.
  - Minority composition.
  - Languages spoken.
  - Income level ranges.

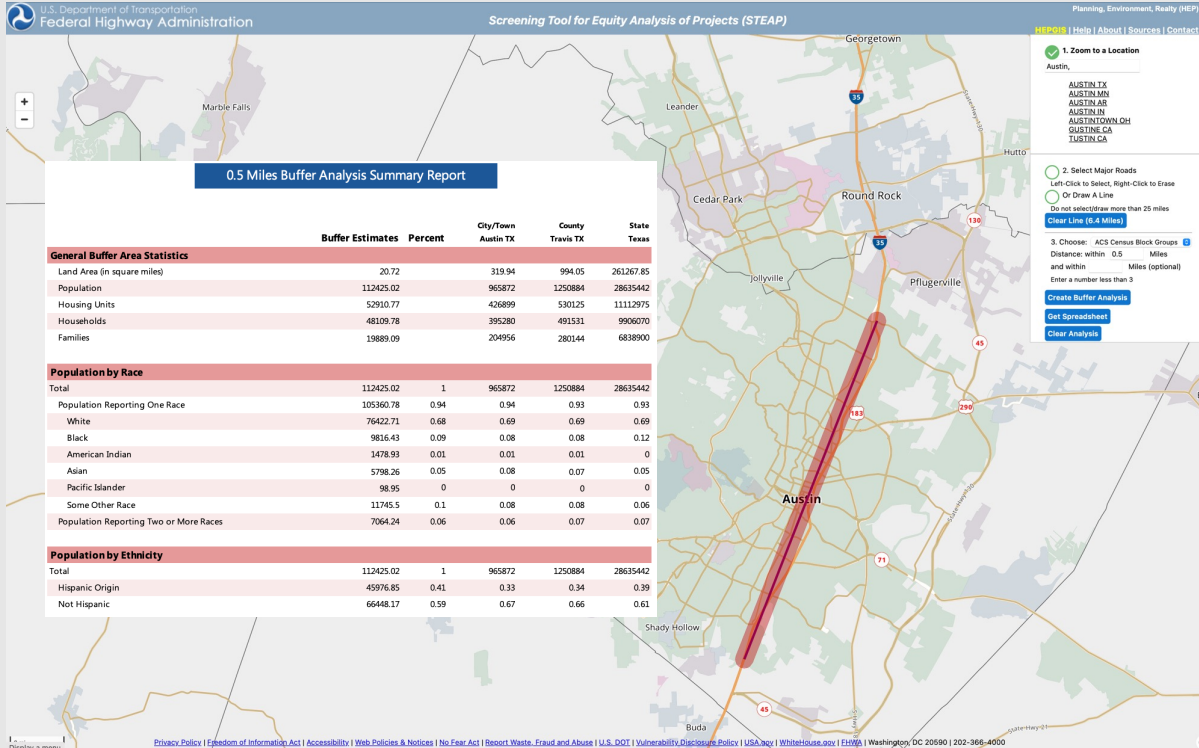


Example of NEPAssist study area in San Angelo, Texas.

Source: U.S. Environmental Protection Agency.

Tool available at <https://nepassisttool.epa.gov/nepassist/nepamap.aspx>. Accessed July 2023.

# Screening Tool for Equity Analysis of Projects (STEAP)



- Enhanced the Buffer Analysis Reports.
- Includes new Decennial 2020 Census Report.
- Updated American Community Survey (ACS) data from 2015-2019 to 2016-2020.
- Improved User Interfaces:
  - Allows users to zoom to project locations by City/Town names.
  - Allows downloading buffer analysis reports in spreadsheets, facilitating project alignment alternative analyses.
  - Displays all streets with referenced City/Town boundaries when zooming in to specific project locations.

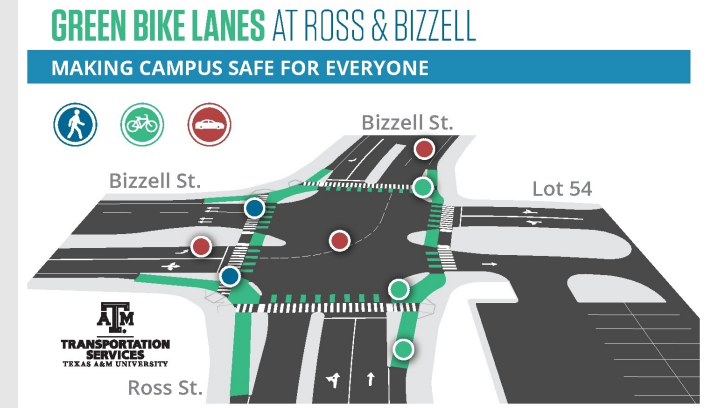


- **Rail**
  - Planning for Local origin/destination and pass-through Rail traffic.
  - Studying and recommending improvements for at-grade crossings.
  - Accommodating access to and from Intermodal transfer facilities.
- **Trucks**
  - Planning for local origin/destination deliveries.
  - Facilitating pass-through truck travel and accommodating safety rest stops.
  - Accommodating truck stop access.





- Planning for motorized and non-motorized street facilities.
  - Should address accommodations for utilities.
- Goals for Complete Streets:
  - Provides safety for all users.
  - Serves all users.
  - Keeps built- and natural-environments in mind.
- MPO may play role in developing model complete streets ordinances for member agencies.







- FAST Act (2015) requires MTP to include an assessment of capital investment and other strategies to reduce vulnerability of infrastructure to natural disasters.
- **Resilience Improvement Plan (RIP):**
  - Optional.
  - Provides for reduced match requirements on certain projects; but must meet federal requirements.





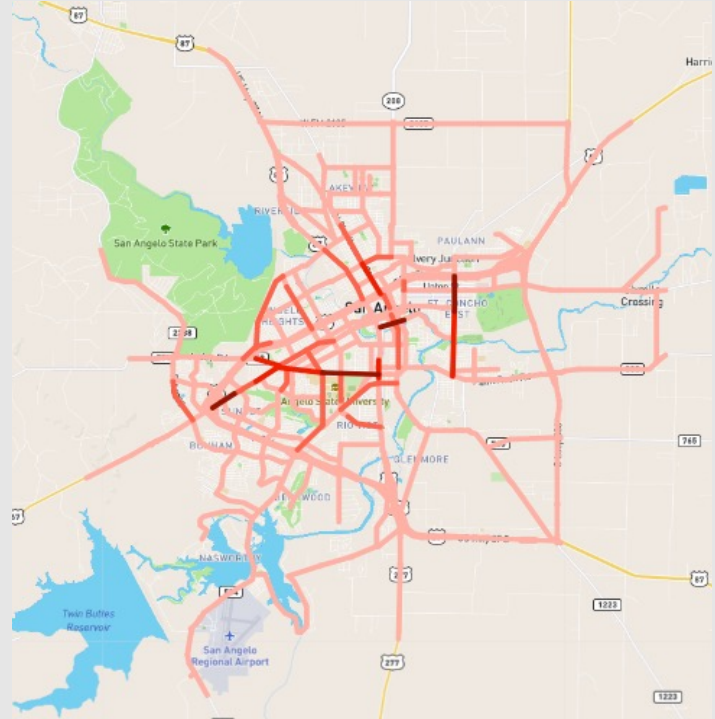
- Improve access, mobility, and safety for transportation, health, and recreational uses.
- Enhance the region for tourism, economic development, and as a “healthy” place to live.
- Ensure American with Disabilities Act (ADA) compliance.



Congestion Management Process Assessment Tool (COMPAT) is available for MPO use in transportation planning applications. The tool provides:

- Identify the range of congestion in your metro area.
- Travel Time Index.

Available at <https://compat.tti.tamu.edu>, Texas A&M Transportation Institute, accessed July 2023.



COMPAT mapping sample for San Angelo, Texas.



## Funding

Planning → Operations and Studies.  
Projects → Rising labor and material costs.

## Staff

Turnover → All positions!  
Recruiting → Location, location, location.  
Pay → Compete with member agencies and private sector.

## Increasing Workloads

More requirements → Less time to complete needed studies.  
Federal “strings” → Matches and mitigation.  
Policy board requests → Compete with other external priorities.



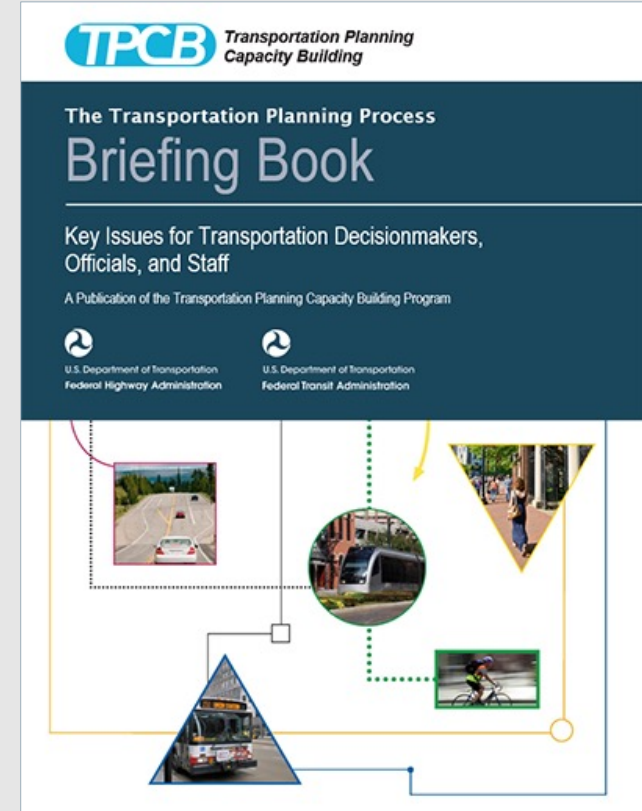
## The Transportation Planning Process Briefing Book

Federal Highway Administration

Federal Transit Administration

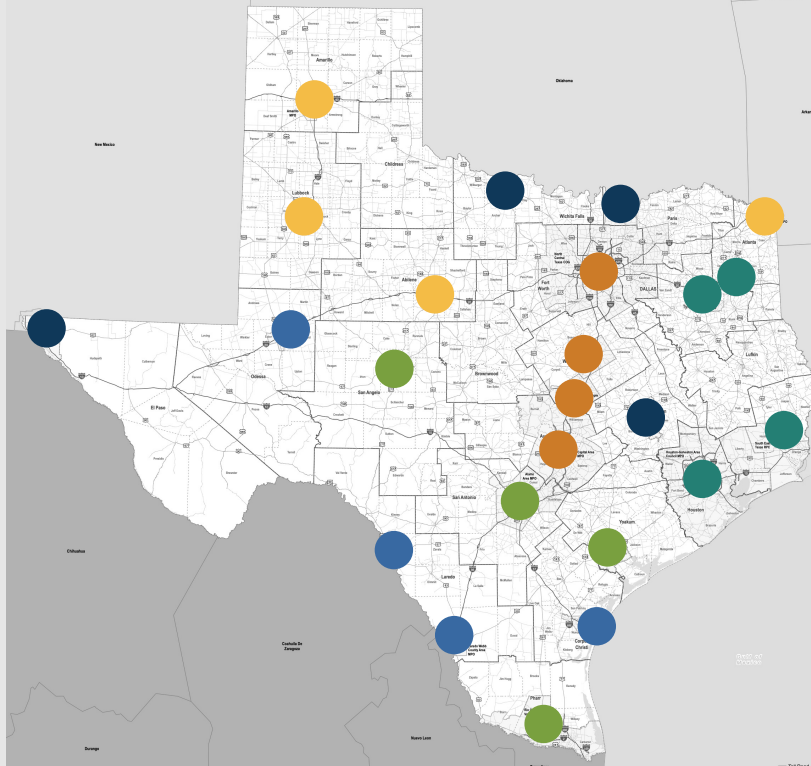
Available at:

[https://www.fhwa.dot.gov/planning/publications/briefing\\_book/index.cfm](https://www.fhwa.dot.gov/planning/publications/briefing_book/index.cfm)



# Transportation Planning and Programing (TPP)

## MPO Planner Assignments



Map source: Texas Department of Transportation, <https://ftp.dot.state.tx.us/pub/txdot-info/tpm/maps/mpo-cog.pdf>, accessed July 2023.

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# MPO 101 for the Eagle Pass MPO

November 13, 2023

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Unless otherwise cited, all photos in this presentation were retrieved from the Texas A&M Transportation Institute database. Accessed July and November 2023.

