

# FY 2025-2028

# TRANSPORTATION IMPROVEMENT PROGRAM



Public Meeting Dates:

May 15<sup>th</sup>, 2024

June 20<sup>th</sup>, 2024

Approved by Policy Committee:

June 20<sup>th</sup>, 2024



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# INTRODUCTION

In 1962, the Federal Aid Highway Act stated, that after July 1, 1965, the Secretary of Commerce shall not approve any program for highway projects in any urban area of more than fifty thousand population unless he finds that such projects are based on a continuing, comprehensive transportation planning process carried on cooperatively by the states and local communities. This directive, resulted in the creation of the Laredo Urban Transportation Study (LUTS), recently renamed as the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO), to provide for a continuing, comprehensive, and cooperative transportation planning process for the Laredo Urbanized area (UZA) as mandated by the Act.

In 1973, the Federal Aid Highway Act, created the Metropolitan Planning Organizations (MPOs) to be the recipients of special planning funds ("PL" funds) and responsible for Section 112 transportation planning.

In 1979, the Governor of Texas designated the LUTS Steering Committee as the MPO for the Laredo Urbanized Area. A contract between the then State Department of Highways and Public Transportation (SDHPT), the LUTS Steering Committee, and City of Laredo identified the cooperative responsibilities of the State, the MPO and the City. These responsibilities must now conform to 23 U.S.C. 134 on metropolitan transportation planning. The Fixing America's Surface Transportation (FAST) Act, was signed into law by President Obama on December 4, 2015. The authorization of the FAST Act does not represent an abandonment of the programs and planning requirements established under the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Moving Ahead for Progress in 21<sup>st</sup> Century (MAP-21), the previous federal transportation bills. Many of the same programs and metropolitan planning requirements are continued under the FAST Act.

The Laredo Urbanized area (UZA), as determined by the 2010 Census, has surpassed 200,000 in population, and was designated a Transportation Management Area (TMA) effective July 18<sup>th</sup>, 2012. It has not been designated as a non-attainment area for purposes of compliance with the Clean Air Act. The MPO, in cooperation with the Texas Department of Transportation (TxDOT) and the local transit operator, has proposed simplified planning procedures authorized by 23 C.F.R. Part 450 Subpart C.

The Transportation Improvement Program (TIP) is designed and developed to conform to the requirements of 23 C.F.R. 450.316(a) as well as the ten 10 factors of identified in the FAST Act.

## PLANNING FACTORS

The ten planning factors are as follows:

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 the accessibility and mobility for 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, people, and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system, and,
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and,
10. Enhance travel and tourism.



## **BIPARTISAN INFRASTRUCTURE LAW (BIL)**

On November 15, 2021, President Joe Biden signed the [Infrastructure Investment and Jobs Act \(IIJA\) \(Public Law 117-58, also known as the “Bipartisan Infrastructure Law”\)](#) as the largest long-term investment in our infrastructure and economy in our Nation’s history.

The BIL provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment opportunities for transportation infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband, as well as additional funding for existing transportation programs and new competitive grant programs.

## **PURPOSE**

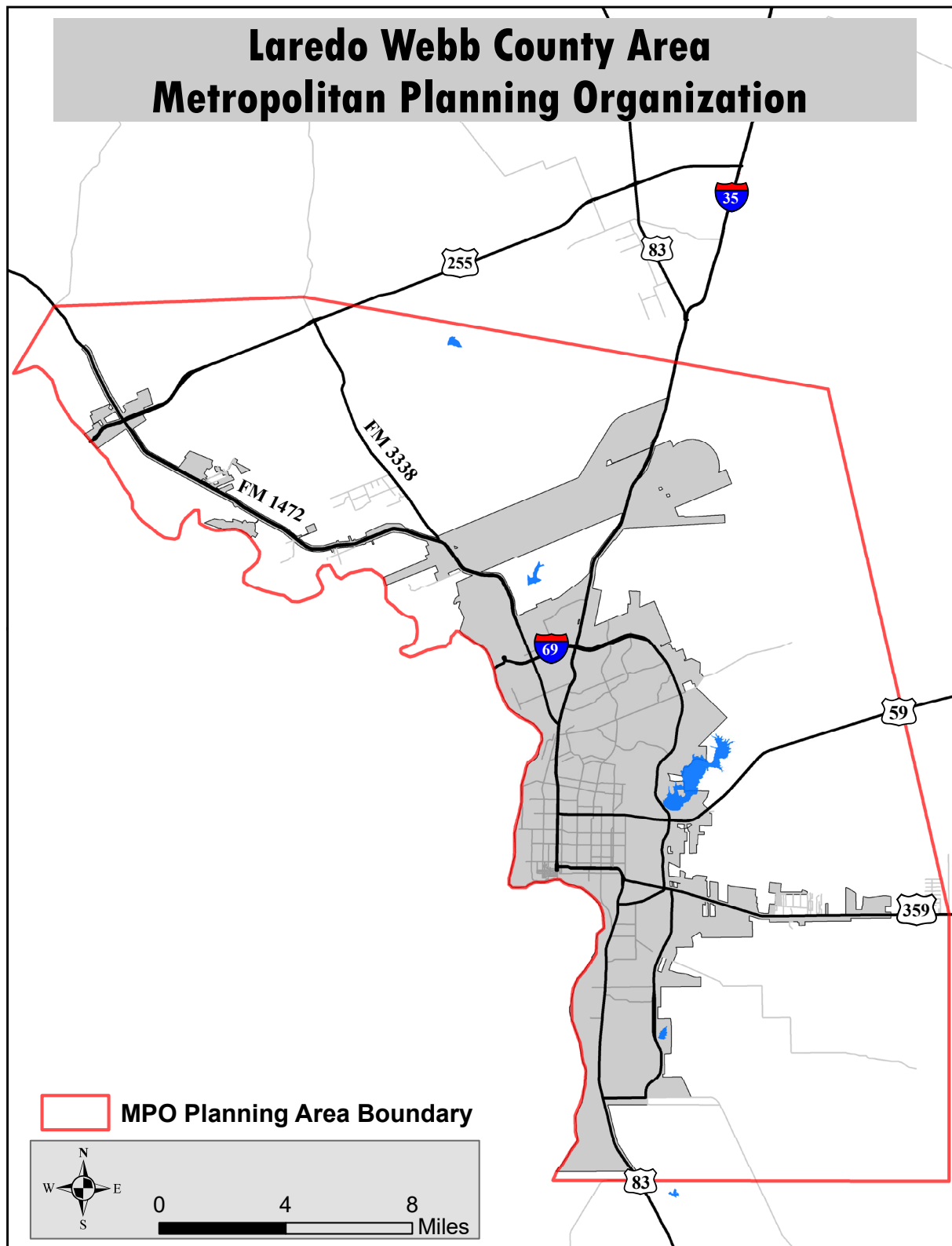
Federal law requires that Metropolitan Planning Organizations (MPOs) in cooperation with the State and affected transit operators develop Transportation Improvement Programs (TIPs) for their planning areas. These Transportation Programs then become part of the State Transportation Improvement Program (STIP). The Transportation Improvement Program shall include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area (MPA) proposed for funding under 23 U.S.C. and 49 U.S.C. Chapter 53 (including transportation enhancements; Federal Lands Highway program projects; safety projects included in the State’s Strategic Highway Safety Plan; trails projects; pedestrian walkways; and bicycle facilities), except those projects that may (but are not required to) be included as identified in 23 C.F.R. Part 450 Subpart C, 450.324(c).

These projects are consistent with the long-range plan of the state. Project selection for projects involving Federal participation is carried out by the MPO in consultation with the State D.O.T. The program will include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available within the time period that is contemplated for completion of the project.

The Texas Department of Transportation (TxDOT), and the Laredo Webb County Area Metropolitan Planning Organization (LWCAMPO) have cooperatively developed the current TIP in accordance with the requirements of the FAST Act and is financially constrained.

# DEFINITION OF AREA

The boundaries of the Metropolitan Planning Area (MPA) and the Urbanized area (UZA) were approved by the MPO on April 8, 2004.





## PUBLIC INVOLVEMENT PROCESS (PIP) / PUBLIC PARTICIPATION PLAN (PPP)

The Laredo MPO's Public Involvement Process (PIP) was adopted on June 9th, 1994 and subsequently amended on November 22<sup>nd</sup>, 1996, and on July 24<sup>th</sup>, 2003.

The Laredo MPO in cooperation with the State and FHWA and, in conformance with the requirements of 23 C.F.R. 450.316, developed the Public Participation Plan (PPP) that is intended to provide every opportunity for the involvement of citizens in the transportation planning process. On May 15<sup>th</sup>, 2017, after a required 45-day public review and comment period, the Laredo MPO Policy Committee adopted the PPP which replaced the previous Public Involvement Process (PIP), as per the requirements of the FAST Act.

The current version of the PPP was previously adopted on September 21, 2022.

## PROJECT SELECTION PROCESS

The Metropolitan Transportation Plan (MTP) is the primary planning tool for selecting major projects to be included in the Unified Transportation Program (UTP) and Transportation Improvement Program (TIP). On January 21<sup>st</sup>, 2020, the Laredo MPO, adopted the current 2020-2045 MTP, including its Project Selection Procedures, at a public meeting held, which was noticed, and whose agenda was posted pursuant to the requirements of the Texas Open Meetings Act (TOMA). Only projects consistent with a FHWA/FTA approved MTP and/or TIP may be eligible for funds administered by FHWA or FTA. The approved TIP shall be utilized for programming projects within the metropolitan area in accordance with 23 C.F.R. 450.330 (a) and (c).

## PROGRESS FROM PREVIOUS YEAR

The current FY 2023-2026 TIP was adopted on a May 18<sup>th</sup>, 2022. A summary detailing the status of projects in the previous TIP can be found in the [Appendix 'A'](#).

## TRANSPORTATION PERFORMANCE MANAGEMENT (TPM)

The previous and current federal transportation bills, the Fixing America's Surface Transportation (FAST) Act and the Bipartisan Infrastructure Law (BIL), respectively, included a series of requirements for Transportation Performance Management (TPM).

Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. Monitoring progress towards achieving these national performance goals is achieved through the use of performance measures. Using performance measures, decision makers can apply key information and data to understand the consequences of investment decisions across transportation modes.

Since the passage by Congress in 2012 of federal transportation bill Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the United States Department of Transportation has worked through the federal rulemaking process to establish a series of performance measures and corresponding target setting requirements.

Through Transportation Performance Management, MAP-21 introduced a streamlined, performance-based, multimodal program and aimed to increase the accountability and transparency of the federal highway programs by improving transportation investment decision-making through performance-based planning and programming.

MAP-21 surface transportation legislation also required that metropolitan and statewide transportation planning processes incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. The Infrastructure Investment and Jobs Act (IIJA) of 2021 and Fixing America's



Surface Transportation (FAST) Act of 2015 continued the requirements established by MAP-21, and stipulated that States and MPOs must:

- Use a set of federally established performance measures; and,
- Set targets and monitor progress for each of the performance measures.

All established performance targets and measures should align with the following seven national goals outlined in MAP-21:

Goal Area	National Goal
<b>1. Safety</b>	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
<b>2. Infrastructure Condition</b>	To maintain the highway infrastructure asset system in a state of good repair.
<b>3. Congestion Reduction</b>	To achieve a significant reduction in congestion on the National Highway System.
<b>4. System Reliability</b>	To improve the efficiency of the surface transportation system.
<b>5. Freight Movement and Economic Vitality</b>	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
<b>6. Environmental Sustainability</b>	To enhance the performance of the transportation system while protecting and enhancing the natural environment.
<b>7. Reduced Project Delivery Delays</b>	To 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 agencies' work practices.

MPOs are required to set performance targets and measures after the United States Department of Transportation (USDOT) and the State of Texas set national and state targets and measures. MPO's are also required to maintain awareness of the performance measures process at both, the federal and state level, and to implement performance measures at the MPO level as appropriate. If the process of this implementation requires additions or changes to the MTP and TIP, these documents should be amended accordingly.

Currently, the FAST Act requires State DOTs and MPOs to establish performance targets and report on the progress toward achieving these targets' performance measures. As a result, the Federal Highway Administration (FHWA) established performance measures for Safety (PM1), for Pavement and Bridge condition (PM2) and for System Performance and Freight (PM3), whilst the Federal Transit Administration (FTA) established performance measures for Transit Asset Management (TAM) and transit safety (PTASP).

LWCAMPO has adopted the following performance targets and measures:

### **SAFETY (PM1)**

In May of 2019, the Texas Transportation Commission adopted Minute Order 115481 directing the Texas Department of Transportation (TxDOT) to work toward the goal of reducing the number of deaths in Texas roadways by half by the year 2035. TxDOT has modified and established its targets calculations for five safety performance measures based on five-year rolling averages.

On February 21, 2024, under Resolution MPO 2024-03, the Laredo Webb County Area MPO Policy Committee adopted TxDOT's safety performance targets within the metropolitan planning area boundary as follows:



Performance Measures	2024 5-year average Target	2024 Calendar year Target
<b>1. Number of traffic related fatalities</b>	3,567	3,046
<b>2. Rate of traffic related fatalities per 100 million VMT</b>	1.36	1.14
<b>3. Number of traffic related serious injuries</b>	17,062	18,242
<b>4. Rate of traffic related serious injuries per 100 million VMT</b>	6.39	6.77
<b>5. Number of non-motorized fatalities and serious injuries</b>	2,357	2,360

Source: Texas FY2024 Strategic Highway Safety Plan (SHSP)

As noted in the table above, the calendar year targets for 2024 are listed by Safety Performance Measures. If the five-year averages increase but based on the BIL requirements – the targets are to remain the same or decrease from the previous year.

LWCAMPO supports and agrees to plan and program projects which contribute to achieving the TxDOT’s targets.

For project selection, safety is one criterion where technical points are awarded based on the crash rate. Many projects adopted in the FY 2025-2028 TIP support achieving the targets established for safety. The MPO will monitor the established targets and report measurements to the Policy Committee.

### PAVEMENT AND BRIDGE CONDITION (PM2)

Under the FAST Act, States are required to set targets for Bridge and Pavement Conditions for both, Interstate and Non-Interstate National Highway System Roadways.

The State’s Pavement and Bridge Measures (PM2) are:

1. Percentage of Pavements of the Interstate System in Good condition.
2. Percentage of Pavements of the Interstate System in Poor condition.
3. Percentage of Pavements of the Non-Interstate NHS in Good condition.
4. Percentage of Pavements of the Non-Interstate NHS in Poor condition.
5. Percentage of NHS Bridges classified in Good Condition.
6. Percentage of NHS Bridges classified in Poor condition.

On June 21, 2023, under Resolution No. MPO 2023-06, the Laredo & Webb County Area MPO Policy Committee adopted TxDOT’s measures and targets for Pavement and Bridge Performance Measures (PM2) as follows:

Performance Measures	Baseline (2022)	2-Year Target (2024)	4-Year Target (2026)
<b>1. Percentage of Pavements of the Interstate System in Good condition</b>	64.50%	63.90%	63.60%
<b>2. Percentage of Pavements of the Interstate System in Poor condition</b>	0.10%	0.20%	0.20%
<b>3. Percentage of Pavements of the Non-Interstate NHS in Good condition</b>	51.70%	45.50%	46.00%
<b>4. Percentage of Pavements of the Non-Interstate NHS in Poor condition</b>	1.30%	1.50%	1.50%
<b>5. Percentage of NHS Bridges classified in Good condition</b>	49.20%	48.50%	47.60%
<b>6. Percentage of NHS Bridges classified in Poor condition</b>	1.10%	1.50%	1.60%



Projects selected for inclusion in the TIP are intended to support the achievement of the pavement and bridge condition targets. LWCAMPO supports the planning and programming of projects that contribute to the achievement of these targets.

### ROADWAY SYSTEM PERFORMANCE (PM3)

Under the FAST Act, States are required to set targets for roadway system performance, specifically Interstate Reliability, Non-Interstate national Highway System Reliability and Truck Travel Time Reliability (TTTR).

The State’s System Performance Measures (PM3) are as follows:

1. Percentage of person-miles traveled on the Interstate system rated “reliable” (TTR-IH).
2. Percentage of person-miles traveled on Non-Interstate National Highway System facilities rated “reliable” (TTR Non-IH).
3. Percentage of truck travel time on the Interstate system rated as “reliable” (TTTR). The MPO Policy Board has adopted TxDOT’s targets in support of the State meeting its targets.

On June 21, 2023, under Resolution No. MPO 2023-07, the Laredo & Webb County Area MPO Policy Committee adopted the 2023 Texas Department of Transportation Infrastructure Condition Targets for System Performance Measures (PM3) as follows:

Performance Measures	Baseline (2022)	2-Year Target (2024)	4-Year Target (2026)
Percentage of the Person-Miles Traveled that are Reliable	84.60%	70.00%	70.00%
Percentage of the Person-Miles on the Non-Interstate NHS that are Reliable	90.30%	70.00%	70.00%
Truck Travel Time Reliability (TTTR) Index	1.39	1.55	1.55

The Laredo & Webb County Area MPO has incorporated these targets into the metropolitan transportation planning process and commits to continue utilizing them as a tool in the planning and programming projects that contribute to the accomplishment of these targets. The Laredo MPO will also monitor all of the established targets and report achievements to the Policy Committee as necessary.

### TRANSIT ASSET MANAGEMENT (TAM)

MAP-21 and later the FAST Act mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. Under the Transit Asset Management (TAM) Final Rule, the FTA established four performance measures to approximate the State of Good Repair for four categories of capital assets as follows:

Asset Category	FTA established Performance Measure	Performance Target
1. Rolling Stock	% of revenue vehicles exceeding useable life benchmark (ULB)	69% of vehicles should be within their useable life benchmark (ULB)
2. Equipment	% of non-revenue service vehicles exceeding ULB	100% Equipment should be within their ULB
3. Facilities	% of facilities rated under 3.0 on the Transit Economic Requirements Model (TERM) scale	100% of facilities rated on a FTA TERM scale of 3.0 or above.
4. Infrastructure	% of track segments under performance restriction	Not Applicable



The previous table summarizes the performance measures and targets set for each asset class. The target column in the table indicates the required number of assets of an asset class to be present with their ULB or TERM scale rating to maintain El Metro in a State of Good Repair (SGR).

The Laredo transit public transportation provider, El Metro, previously developed performance measures and targets of the El Metro 2017 Transit Asset Management Plan that were approved and adopted by the Laredo Urban Transportation Study (LUTS) Metropolitan Planning Organization Policy Committee on June 19, 2017. El Metro has adopted targets for the following three applicable performance measures:

1. Rolling Stock
2. Equipment
3. Facilities

These performance measures and targets have assisted to quantify the condition of their assets and helped facilitate target setting that supports local funding prioritization.

Recently, the El Metro, also known as the Laredo Transit Management Inc. (LTMI), prepared the revised performance measures and targets of the LTMI's 2024 Transit Asset Management (TAM) plan of which were approved and adopted by the Laredo Mass Transit Board on April 2, 2024.

Subsequently, on May 15, 2024, under Resolution MPO 2024-06, El Metro recommended to the Laredo & Webb County Area MPO Policy Committee the adoption of said revised performance measures and targets of the LTMI's 2024 Transit Asset Management (TAM) plan that may be found as [Appendix 'B'](#) in this document.

The MPO supports the planning and programming of projects that contribute to the accomplishments of these transit performance measurement targets. The transit projects adopted in the TIP are intended to support achieving the targets established for the transit state of good repair.

## PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

On July 19, 2018, FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

Federal law requires transit agencies to make its safety performance targets available to States and MPOs to aid in the planning process. MPOs are responsible for integrating performance from PTASP into their planning process.

The PTASP has been developed by the Texas Department of transportation (TxDOT) on behalf of Laredo & Webb County Area Metropolitan Planning Organization (LWCAMPO), which is the Metropolitan Planning Organization (MPO) for the area, and the Laredo Transit Management, Inc. (LTMI) in accordance with all requirements stated in 49 C.F.R. Part 673 applicable to a small public transportation provider.

The fifth version of the PTASP was adopted by the Laredo Mass Transit Board on April 2, 2024 and recommended to be approved on May 15, 2024 by the MPO Policy Committee, under Resolution MPO 2024-07.

While safety has been a major component in the agency operation, the adoption of the El Metro Transit Agency Safety Plan will result in changes across all aspects of the organization designed to improve safety outcomes. The Safety Performance Targets (SPTs) set in the following tables reflect the acknowledgment that SMS implementation will produce new information that will be needed to accurately set meaningful SPTs.

### Mode: Fixed (Bus) Safety Performance Measures & Targets

Performance Measures	BASELINE	TARGET
<b>Fatalities</b>	0	0
<b>Rate of Fatalities per 100,000 VRM</b>	0.00%	0.00%
<b>Injuries</b>	1.4	1.4
<b>Rate of Injuries per 100,000 VRM</b>	0.19%	0.19%
<b>Safety Events</b>	2.2	2.2
<b>Rate of Safety Events per 100,000 VRM</b>	0.13%	0.13%
<b>Mean Distance Between Major Mechanical Failure</b>	158,280.50	158,280.50

Rate = total number for year x 100,000/total vehicle revenue miles traveled

### Mode: Demand Response (Van) Safety Performance Measures & Targets

MODE	BASELINE	TARGET
<b>Fatalities</b>	0	0
<b>Rate of Fatalities per 100,000 VRM</b>	0.00%	0.00%
<b>Injuries</b>	0.2	0.2
<b>Rate of Injuries per 100,000 VRM</b>	0.11%	0.11%
<b>Safety Events</b>	0.4	0.4
<b>Rate of Safety Events per 100,000 VRM</b>	0.23%	0.23%
<b>Mean Distance Between Major Mechanical Failure</b>	45,099	45,099

Rate = total number for year x 100,000/total vehicle revenue miles traveled

## SUMMARY

The use of a performance-based transportation planning process is required in the development of the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). Part of the performance-based planning process requires the adoption of performance targets in key areas including Safety (PM1), Pavement and Bridge Conditions (PM2), System Performance and Freight Performance Measures (PM3) for on-system facilities as well as Transit Asset Management (TAM) and Transit Safety (PTASP).





# AIR QUALITY ISSUES

The Laredo metropolitan planning area is considered to be in attainment for ozone and carbon monoxide. The Laredo Mass Transit Board (El Metro) is currently in the process of replacing its diesel vehicles with those which utilize compressed natural gas. Over 50% of all City buses currently operate on compressed natural gas.

## AMERICANS WITH DISABILITIES ACT (ADA)

El Metro has created the El Lift Program to address ADA considerations. El Metro actively pursues the strengthening of this program through their development and participation in the ADA Paratransit Study, sponsored by the MPO, and completed in 2013 which reviewed the program in its entirety with an emphasis on identification of areas for improvement.

## GROUPED STATEWIDE PROJECTS

Under 23 C.F.R. 450.324(i) projects proposed for FHWA and/or FTA funding that are not considered by the State and MPO to be of appropriate scale for individual identification in a given program year **may be grouped by function, geographic area, and work type** by using applicable classifications under 23 CFR 771.1 I 7(c) and (d). In non-attainment and maintenance areas, these classifications must be consistent with the exempt project classifications contained in the U.S. EPA transportation conformity requirements (40 C.F.R. Part 51).

The Laredo Webb County Area MPO is participating by grouping some projects in the Transportation Improvement Program (TIP) that are covered in the Texas Statewide Transportation Improvement Program (STIP).

The Texas STIP can be located at:

<https://www.txdot.gov/inside-txdot/division/transportation-planning/stips.html>

Financial accountability for these projects is the responsibility of the STIP, therefore, are not accounted for in the Financial Summary for the Laredo MPO totals. These projects are “exempt” from conformity requirements. These projects do not need policy approval by the Policy Committee for the purpose of revisions.

See the following grouped project categories, and the “Definition of Grouped Projects.”



## DEFINITION OF GROUPED PROJECTS FOR USE IN THE STIP

### REVISED FEBRUARY 23, 2021

PROPOSED CSJ	GROUPED PROJECT CATEGORY	DEFINITION
5000-00-950	PE-Preliminary Engineering	Preliminary Engineering for any project except added capacity projects in a nonattainment area. Includes activities which do not involve or lead directly to construction, such as planning and research activities; grants for training; engineering to define the elements of a proposed action or alternatives so that social, economic, and environmental effects can be assessed.
5000-00-951	Right of Way	Right of Way acquisition for any project except added capacity projects in a nonattainment area. Includes relocation assistance, hardship acquisition and protective buying.
5000-00-952 5000-00-957 5000-00-958	Preventive Maintenance and Rehabilitation	Projects to include pavement repair to preserve existing pavement so that it may achieve its designed loading. Includes seal coats, overlays, resurfacing, restoration and rehabilitation done with existing ROW. Also includes modernization of a highway by reconstruction, adding shoulders or adding auxiliary lanes (e.g., parking, weaving, turning, climbing, passing, non-added capacity) or drainage improvements associated with rehabilitation [See Note 3].
5000-00-953	Bridge Replacement and Rehabilitation	Projects to replace and/or rehabilitate functionally obsolete or structurally deficient bridges.
5000-00-954	Railroad Grade Separations	Projects to construct or replace existing highway-railroad grade crossings and to rehabilitate and/or replace deficient railroad underpasses, resulting in no added capacity.
5800-00-950	Safety	Projects to include the construction or replacement/rehabilitation of guard rails, median barriers, crash cushions, pavement markings, skid treatments, medians, lighting improvements, highway signs, curb ramps, railroad/highway crossing warning devices, fencing, intersection improvements (e.g., turn lanes), signalization projects and interchange modifications. Also includes projects funded via the Federal Hazard Elimination Program, Federal Railroad Signal Safety Program, or Access Managements projects, except those that result in added capacity.
5000-00-956	Landscaping	Project consisting of typical right-of-way landscape development, establishment and aesthetic improvements to include any associated erosion control and environmental mitigation activities.
5800-00-915	Intelligent Transportation System Deployment	Highway traffic operation improvement projects including the installation of ramp metering control devices, variable message signs, traffic monitoring equipment and projects in the Federal ITS/IHS programs.
5000-00-916	Bicycle and Pedestrian	Projects including bicycle and pedestrian lanes, paths and facilities (e.g., sidewalks, shared use paths, side paths, trails, bicycle boulevards, curb extensions, bicycle parking facilities, bikeshare facilities, etc.). Safe Routes to School non-infrastructure related activities (e.g. enforcement, tools, and education programs).
5000-00-917	Safety Rest Areas and Truck Weigh Stations.	Construction and improvement of rest areas, and truck weigh stations.
5000-00-918	Transit Improvements and Programs	Projects include the construction and improvement of small passenger shelters and information kiosks. Also includes the construction and improvement of rail storage/maintenance facilities bus transfer facilities where minor amounts of additional land are required and there is not a substantial increase in the number of users. Also includes transit operating assistance, preventative maintenance of transit vehicles and facilities, acquisition of third-party transit services, and transit marketing, and mobility management/coordination. Additionally, includes the purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet [See Note 4].
5000-00-919	Recreational Trails Program	Off-Highway Vehicle (OHV), Equestrian, Recreational Water/Paddling Trails and related facilities; Recreational Trails related education and safety programs.

**Note 1:** Projects eligible for grouping include associated project phases (Preliminary Engineering, Right-Of-Way and Construction).

**Note 2:** Projects funded with Congestion Mitigation Air Quality funding require a Federal eligibility determination, and are not approved to be grouped.

**Note 3:** Passing lanes include "SUPER 2" lanes consistent with TxDOT's Roadway Design Manual.

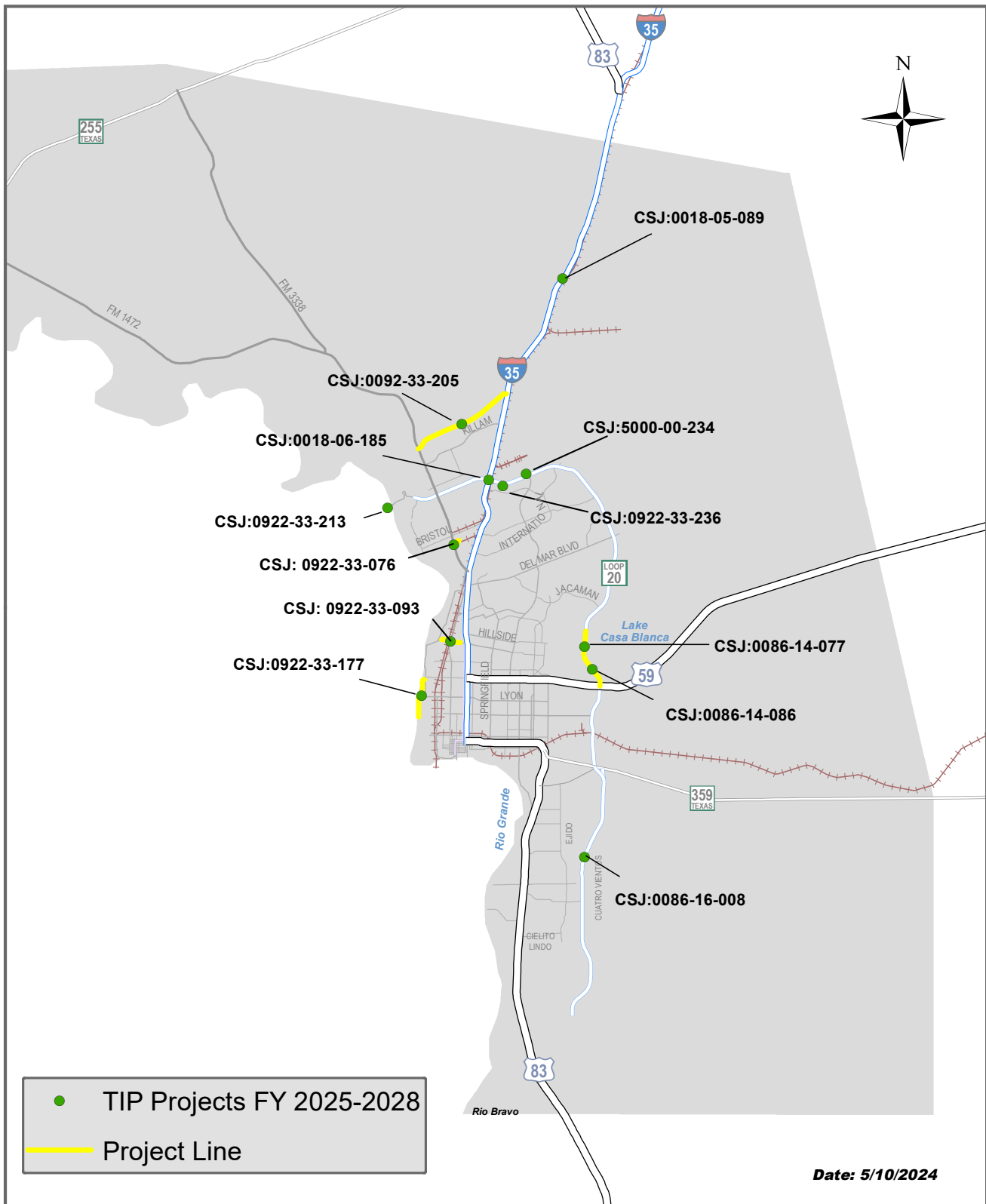
**Note 4:** In PM10 and PM2.5 nonattainment or maintenance areas, such projects may be grouped only if they are in compliance with control measures in the applicable implementation plan.

**Note 5:** Projects funded as part of the Recreational Trails Program (RTP) and Transportation Alternatives (TA) Program consistent with the grouped project category definitions may be grouped. RTP or TA funded projects that are not consistent with the grouped project category definitions must be individually noted in the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Road diet projects may not be grouped.



# FEDERAL HIGHWAY NON-GROUPED PROJECTS AND FINANCIAL SUMMARY

## MAP OF FY 2025-2028 TIP PROJECTS





## Laredo Webb County Area MPO Transportation Improvement Program (TIP) Project's List

FY2025 - FY2028								
FY 2025								
	CSJ	PROJECT NAME	DESCRIPTION	FROM	TO	PROJECT SPONSOR	CATEGORY	YOE COST
1	0018-05-089	Replace Bridge at Uniroyal Dr.	IH-35 RECONSTRUCTION & INTERCHANGES (RECONSTRUCTED/NEW) @ UNIROYAL DR. & SH 84	0.47 MI S OF UNIROYAL INTERCHANGE	3.22 MI N OF UNIROYAL INTERCHANGE	TxDOT	12, 4	\$254,133,312
2	0086-16-008	SL 20 Interchange at Lomas Del Sur Blvd.	CONSTRUCTION OF INTERCHANGE IMPROVEMENT AT LOMAS DEL SUR BLVD.	0.580 MILES SOUTH OF LOMAS DEL SUR BLVD.	0.721 MILES NORTH OF LOMAS DEL SUR BLVD.	TxDOT	2, 7	\$41,565,320
3	0922-33-076	FM1472 / Flecha Lane	REALIGNMENT OF FLECHA LN AND LAS CRUCES BLVD.	INTERSECTION OF FM 1472 AND FLECHA LN.	0.174 MILES EAST OF FM 1472	City	10	\$1,800,000
4	0922-33-093	Calton and San Maria Interchange	CONSTRUCTION OF A GRADE SEPARATION INTERCHANGE	0.25 MI EAST OF CALTON/SANTA MARIA INTERSECTION	0.25 MI WEST OF CALTON/SANTA MARIA INTERSECTION	City	10	\$16,240,154
5	0922-33-177	River Vega Trail	CONSTRUCTION OF RIVER VEGA MULTIUSE ALTERNATIVE TRANSPORTATION TRAIL	ANA PARK	LCC CAMPUS	City	9-TAP	\$696,850
6	5000-00-234	NEVI charging station	INSTALL 8 DIRECT CURRENT FAST CHARGE PORTS ALONG THE ELECTRIC ALTERNATIVE FUEL CORRIDORS (IH 35)	619 CROSSROADS AVE, LAREDO, TX		Circle K Stores, Inc.	10NEVI	\$1,304,115
<b>6 PROJECTS FOR FY 2025 IN THE AMOUNT OF: \$315,739,751</b>								
FY 2026								
	CSJ	PROJECT NAME	DESCRIPTION	FROM	TO	PROJECT SPONSOR	CATEGORY	YOE COST
1	0018-06-185	Direct Connector #3 and # 6	NEW DIRECT CONNECTOR (#3, #4 AND #6) NORTHBOUND AND SOUTHBOUND IH 35 TO US 59 EASTBOUND	0.50 MI EAST OF IH 35	0.50 MI NORTH OF US 59	TxDOT	12, 11	\$113,505,334
2	0922-33-236	SPRINGFIELD extension PH 4	CONSTRUCTION OF NEW OFF-SYSTEM 2-LANE ROADWAY WITH CONC PAVEMENT, CURB GUTTER, STORM SEWER, SIGNS, MARKINGS & HIKE&BIKE TRAIL.	Hospitality Drive	US 59 NBFR	Webb County City of Laredo Regional Mobility Authority	12*	\$838,555
<b>2 PROJECTS FOR FY 2026 IN THE AMOUNT OF: \$114,343,889</b>								
FY 2027								
	CSJ	PROJECT NAME	DESCRIPTION	FROM	TO	PROJECT SPONSOR	CATEGORY	YOE COST
1	0922-33-205	Vallecillo Road	CONSTRUCTION OF VALLECILLO ROAD 4-LANE OFF-SYSTEM HWY WITH CONTINUOUS TURN LANE	FM 1472	IH 35	RMA	12*, 7, 3LC	\$37,956,556
<b>1 PROJECT FOR FY 2027 \$37,956,556</b>								
FY 2028								
	CSJ	PROJECT NAME	DESCRIPTION	FROM	TO	PROJECT SPONSOR	CATEGORY	YOE COST
1	0086-14-077	US 59 (Loop 20) Interchange at Airport	CONSTRUCTION OF INTERCHANGE AT AIRPORT	0.50 MI SOUTH OF E CORRIDOR RD. (AIRPORT)	0.50 MI NORTH OF E. CORRIDOR RD. (AIRPORT)	TxDOT	2M, 12	\$37,329,691
2	0086-14-086	US 59 (Loop 20) Reconstruction	CONVERTING A 6-LANE NON-FREEWAY FACILITY TO A 6-LANE FREEWAY FACILITY WITH AUXILIARY LANES AND FRONTAGE ROADS	BUSINESS 59	0.28 MILES SOUTH OF JACAMAN RD.	TxDOT	12	\$79,634,871
3	0922-33-213	World Trade Bridge Expansion	PRELIMINARY ENGINEERING AND CONSTRUCTION FOR THE EXPANSION OF THE WORLD TRADE BRIDGE CONSISTING OF 8 LANES BY BUILDING A NEW 8 LANE BRIDGE ADJACENT TO THE EXISTING BRIDGE FOR A TOTAL OF 16 LANES AFTER COMPLETION OF THE PROJECT	WORLD TRADE BRIDGE		City	3, 7	\$12,000,000
<b>3 PROJECTS FOR FY 2028 IN THE AMOUNT OF: \$128,964,562</b>								
<b>TOTAL OF 12 PROJECTS IN THE AMOUNT OF: \$597,004,758</b>								

### Funding Category Types

**CAT 1:** Preventive Maintenance and Rehabilitation

**CAT 2:** Metropolitan and Urban Corridor Projects

**CAT 3:** Non-Traditionally Funded Transportation Projects- includes state bond funds, proposition 12 or 14, etc.

**CAT 4:** Statewide Connectivity Corridor Projects (Urban Connectivity)

**CAT 7:** Metropolitan Mobility and Rehabilitation

**CAT 9:** Transportation Alternatives Set-Aside Program (TASA)

**CAT 10:** Supplemental Transportation Programs

**CAT 11:** District Discretionary

**CAT 12:** Strategic Priority / Strategic Partnership\*- addresses project with priority to State

**Proposition 1:** Effective in 2015 Highway Trust Fund allocation from gas tax revenue

**Proposition 7:** MPO allocations from formula funds diverted from state general sales, use tax, vehicle sales, and rental tax





# HIGHWAY PROJECTS AND FINANCIAL SUMMARY

<b>CSJ 0018-05-089</b>	District Laredo	MPO Laredo	County Webb	CSJ 0018-05-089	TIP FY 2025	HWY IH 35	Phase C	City Laredo	YOE Cost \$ 254,133,312.00
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Limits From: 0.47 MI S OF UNIROYAL INTERCHANGE  
 Limits To: 3.22 MI N OF UNIROYAL INTERCHANGE  
 Project DESCR: IH-35 RECONSTRUCTION & INTERCHANGES (RECONSTRUCTED/NEW)@UNIROYAL DR & SH84  
 Remarks P7:

Project Sponsor  
 Revision Date  
 MPO Proj Num  
 Funding Cat(S) 12, 4  
 Project History

### Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 173,706,649.60	\$ 43,426,662.40	\$ -	\$ -	\$ -	\$ 217,133,312.00
4	\$ 29,600,000.00	\$ 7,400,000.00	\$ -	\$ -	\$ -	\$ 37,000,000.00
<b>Total</b>	<b>\$ 203,306,649.60</b>	<b>\$ 50,826,662.40</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 254,133,312.00</b>

### Total Project Cost Information

Prelim Eng	\$ 8,436,608.63
ROW Purch	\$ 2,510,384.71
Const Cost	\$ 254,133,312.00
Const Eng	\$ 14,790,559.00
Conting	\$ -
Indirect	\$ 7,369,867.00
Bond Fin	\$ -
Pt Chg Ord	\$ -
<b>Total Cost</b>	<b>\$ 287,240,731.34</b>

<b>CSJ 0086-16-008</b>	District Laredo	MPO Laredo	County Webb	CSJ 0086-16-008	TIP FY 2025	HWY SL 20	Phase C	City Laredo	YOE Cost \$ 41,565,320.00
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Limits From: 0.580 MILES SOUTH OF LOMAS DEL SUR BLVD  
 Limits To: 0.721 MILES NORTH OF LOMAS DEL SUR BLVD  
 Project DESCR: CONSTRUCTION OF INTERCHANGE IMPROVEMENT AT LOMAS DEL SUR BLVD  
 Remarks P7:

Project Sponsor  
 Revision Date  
 MPO Proj Num  
 Funding Cat(S) 2, 7  
 Project History

### Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
2	\$ 27,628,026.40	\$ 6,907,006.60	\$ -	\$ -	\$ -	\$ 34,535,033.00
7	\$ 5,624,229.60	\$ 1,406,057.40	\$ -	\$ -	\$ -	\$ 7,030,287.00
<b>Total</b>	<b>\$ 33,252,256.00</b>	<b>\$ 8,313,064.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 41,565,320.00</b>

### Total Project Cost Information

Prelim Eng	\$ 2,220,993.60
ROW Purch	\$ -
Const Cost	\$ 41,565,320.00
Const Eng	\$ 2,637,996.48
Conting	\$ -
Indirect	\$ 1,314,465.60
Bond Fin	\$ -
Pt Chg Ord	\$ -
<b>Total Cost</b>	<b>\$ 47,738,775.68</b>

<b>CSJ 0922-33-093</b>	District Laredo	MPO Laredo	County Webb	CSJ 0922-33-093	TIP FY 2025	HWY CS	Phase C	City Laredo	YOE Cost \$ 16,240,154.00
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Limits From: 0.25 M EAST OF CALTON/SAN MARIA INT  
 Limits To: 0.25 M WEST OF CALTON/SAN MARIA INT  
 Project DESCR: CONSTRUCTION OF A GRADE SEPERATION INTERCHANGE  
 Remarks P7:

Project Sponsor  
 Revision Date  
 MPO Proj Num  
 Funding Cat(S) 10  
 Project History

### Authorized Funding By Category/Share

Category	Federal	State	Regional	Local	Local Contributions	Total
10	\$ 9,047,740.00	\$ -	\$ -	\$ 2,261,935.00	\$ -	\$ 11,309,675.00
10	\$ 4,930,479.00	\$ -	\$ -	\$ -	\$ -	\$ 4,930,479.00
<b>Total</b>	<b>\$ 13,978,219.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2,261,935.00</b>	<b>\$ -</b>	<b>\$ 16,240,154.00</b>

### Total Project Cost Information

Prelim Eng	\$ -
ROW Purch	\$ 3,450,000.00
Const Cost	\$ 16,240,154.00
Const Eng	\$ -
Conting	\$ -
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
<b>Total Cost</b>	<b>\$ 19,690,154.00</b>



<b>CSJ 0922-33-177</b>									
District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost	
Laredo	Laredo	Webb	0922-33-177	2025	CS	C	Laredo	\$	696,850.00

Limits From: ANA PARK  
 Limits To: LCC CAMPUS  
 Project DESCR: CONSTRUCTION OF RIVER VEGA MULTIUSE ALTERNATIVE TRANSPORTATION TRAIL  
 Remarks P7:

Project Sponsor  
 Revision Date  
 MPO Proj Num  
 Funding Cat(S) 9TAP  
 Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
9TAP	\$ 557,480.00	\$ -	\$ -	\$ 139,370.00	\$ -	\$ 696,850.00
<b>Total</b>	<b>\$ 557,480.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 139,370.00</b>	<b>\$ -</b>	<b>\$ 696,850.00</b>

**Total Project Cost Information**

Prelim Eng	\$ 34,146.00
ROW Purch	\$ -
Const Cost	\$ 696,850.00
Const Eng	\$ 27,944.00
Conting	\$ 9,896.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
<b>Total Cost</b>	<b>\$ 768,836.00</b>

<b>CSJ 0922-33-076</b>									
District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost	
Laredo	Laredo	Webb	0922-33-076	2025	CS	C	Laredo	\$	1,800,000.00

Limits From: INTERSECTION OF FM 1472 AND FLECHA  
 Limits To: 0.174 MILES EAST OF FM 1472  
 Project DESCR: REALIGNMENT OF FLECHA AND LAS CRUCES  
 Remarks P7:

Project Sponsor  
 Revision Date  
 MPO Proj Num  
 Funding Cat(S) 10  
 Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
10	\$ 1,440,000.00	\$ -	\$ -	\$ 360,000.00	\$ -	\$ 1,800,000.00
<b>Total</b>	<b>\$ 1,440,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 360,000.00</b>	<b>\$ -</b>	<b>\$ 1,800,000.00</b>

**Total Project Cost Information**

Prelim Eng	\$ -
ROW Purch	\$ 1,250,000.00
Const Cost	\$ 1,800,000.00
Const Eng	\$ -
Conting	\$ -
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
<b>Total Cost</b>	<b>\$ 3,050,000.00</b>

<b>CSJ 5000-00-234</b>									
District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost	
Laredo	Laredo	Webb	5000-00-234	2025		C	Laredo	\$	1,304,115.00

Limits From: 619 CROSSROADS AVE. LAREDO, TEXAS  
 Limits To: 619 CROSSROADS AVE. LAREDO, TEXAS  
 Project DESCR: INSTALL 8 DIRECT CURRENT FAST CHARGE PORTS ALONG THE ELECTRIC ALTERNATIVE FUEL CORRIDORS (IH 35)  
 Remarks P7:

Project Sponsor  
 Revision Date  
 MPO Proj Num  
 Funding Cat(S) 10NEVI  
 Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
10NEVI	\$ 877,428.00	\$ 426,687.00	\$ -	\$ -	\$ -	\$ 1,304,115.00
<b>Total</b>	<b>\$ 877,428.00</b>	<b>\$ 426,687.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,304,115.00</b>

**Total Project Cost Information**

Prelim Eng	
ROW Purch	
Const Cost	\$ 1,304,115.00
Const Eng	\$ -
Conting	\$ -
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
<b>Total Cost</b>	<b>\$ 1,304,115.00</b>



<b>CSJ 0018-06-185</b>	District Laredo	MPO Laredo	County Webb	CSJ 0018-06-185	TIP FY 2026	HWY IH 35	Phase C	City Laredo	YOE Cost \$ 113,505,334.00
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Limits From: 0.50 MI EAST OF IH35  
 Limits To: 0.50 MI NORTH OF US59  
 Project DESCR: NEW DIRECT CONNECTOR (#3, #4 AND #6) NORTHBOUND AND SOUTHBOUND IH35 TO US59 E  
 Remarks P7:

Project Sponsor  
 Revision Date  
 MPO Proj Num  
 Funding Cat(S) 12, 11  
 Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 74,804,267.20	\$ 18,701,066.80	\$ -	\$ -	\$ -	\$ 93,505,334.00
11	\$ 16,000,000.00	\$ 4,000,000.00	\$ -	\$ -	\$ -	\$ 20,000,000.00
<b>Total</b>	<b>\$ 90,804,267.20</b>	<b>\$ 22,701,066.80</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 113,505,334.00</b>

**Total Project Cost Information**

Prelim Eng	\$ 5,561,762.00
ROW Purch	\$ -
Const Cost	\$ 113,505,334.00
Const Eng	\$ 5,641,216.00
Conting	\$ 2,837,634.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 3,768,378.00
<b>Total Cost</b>	<b>\$ 131,314,324.00</b>

<b>CSJ 0922-33-236</b>	District Laredo	MPO Laredo	County Webb	CSJ 0922-33-236	TIP FY 2026	HWY IH 35	Phase C	City Laredo	YOE Cost \$ 838,555.00
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Limits From: HOSPITALITY DRIVE  
 Limits To: US 59 NBFR  
 Project DESCR: CONSTRUCTION OF NEW OFF-SYSTEM 2-LANE ROADWAY WITH CONC PAVEMENT, CURB GUTTER, STORM SEWER, SIGNS, MARKINGS & HIKE&BIKE TRAIL  
 Remarks P7:

Project Sponsor  
 Revision Date  
 MPO Proj Num  
 Funding Cat(S) 12  
 Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 670,844.00	\$ 167,711.00	\$ -	\$ -	\$ -	\$ 838,555.00
<b>Total</b>	<b>\$ 670,844.00</b>	<b>\$ 167,711.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 838,555.00</b>

**Total Project Cost Information**

Prelim Eng	\$ -
ROW Purch	\$ -
Const Cost	\$ 838,555.00
Const Eng	\$ -
Conting	\$ -
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
<b>Total Cost</b>	<b>\$ 838,555.00</b>

<b>CSJ 0922-33-205</b>	District Laredo	MPO Laredo	County Webb	CSJ 0922-33-205	TIP FY 2027	HWY Various	Phase C	City Laredo	YOE Cost \$ 37,956,556.00
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Limits From: FM 1472  
 Limits To: IH 35  
 Project DESCR: CONSTRUCTION OF VALLECILLO ROAD 4-LANE OFF-SYSTEM HWY WITH CONTINUOUS TURN LANE  
 Remarks P7:

Project Sponsor  
 Revision Date  
 MPO Proj Num  
 Funding Cat(S) 12, 7, 3LC  
 Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 4,291,171.20	\$ 1,072,792.80	\$ -	\$ -	\$ -	\$ 5,363,964.00
7	\$ 14,250,073.60	\$ -	\$ -	\$ 3,562,518.40	\$ -	\$ 17,812,592.00
3LC	\$ -	\$ -	\$ -	\$ -	\$ 14,780,000.00	\$ 14,780,000.00
<b>Total</b>	<b>\$ 18,541,244.80</b>	<b>\$ 1,072,792.80</b>	<b>\$ -</b>	<b>\$ 3,562,518.40</b>	<b>\$ 14,780,000.00</b>	<b>\$ 37,956,556.00</b>

**Total Project Cost Information**

Prelim Eng	\$ -
ROW Purch	\$ -
Const Cost	\$ 37,956,556.00
Const Eng	\$ -
Conting	\$ -
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
<b>Total Cost</b>	<b>\$ 37,956,556.00</b>



<b>CSJ 0086-14-077</b>									
District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost	
Laredo	Laredo	Webb	0086-14-077	2028	US 59	C	Laredo	\$ 37,329,691.00	

Limits From: 0.500 MI SOUTH OF E CORRIDOR RD (AIRPORT)  
 Limits To: 0.50 MI NORTH OF E CORRIDOR RD (AIRPORT)  
 Project DESCR: CONSTRUCTION OF INTERCHANGE AT AIRPORT  
 Remarks P7: HWY CHANGE FROM SL 20 TO US 59

Project Sponsor  
 Revision Date  
 MPO Proj Num  
 Funding Cat(S) 2M, 12  
 Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
2M	\$ 7,999.20	\$ 1,999.80	\$ -	\$ -	\$ -	\$ 9,999.00
12	\$ 29,855,753.60	\$ 7,463,938.40	\$ -	\$ -	\$ -	\$ 37,319,692.00
<b>Total</b>	<b>\$ 29,863,752.80</b>	<b>\$ 7,465,938.20</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 37,329,691.00</b>

**Total Project Cost Information**

Prelim Eng	\$ 1,829,155.00
ROW Purch	\$ -
Const Cost	\$ 37,329,691.00
Const Eng	\$ 1,855,286.00
Conting	\$ 933,243.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 1,239,346.00
<b>Total Cost</b>	<b>\$ 43,186,721.00</b>

<b>CSJ 0086-14-086</b>									
District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost	
Laredo	Laredo	Webb	0086-14-086	2028	US 59	C	Laredo	\$ 79,634,871.00	

Limits From: BUSINESS 59  
 Limits To: 0.28 MILES SOUTH OF JACAMAN RD  
 Project DESCR: CONVERTING A 6-LANE NON-FREEWAY FACILITY TO A 6-LANE FREEWAY FACILITY WITH AUXILIARY LANES AND FRONTAGE ROADS  
 Remarks P7:

Project Sponsor  
 Revision Date  
 MPO Proj Num  
 Funding Cat(S) 12  
 Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
12	\$ 63,707,896.80	\$ 15,926,974.20	\$ -	\$ -	\$ -	\$ 79,634,871.00
<b>Total</b>	<b>\$ 63,707,896.80</b>	<b>\$ 15,926,974.20</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 79,634,871.00</b>

**Total Project Cost Information**

Prelim Eng	\$ 3,902,109.00
ROW Purch	\$ 48,377,844.00
Const Cost	\$ 79,634,871.00
Const Eng	\$ 2,771,294.00
Conting	\$ 95,562.00
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ 5,757,602.00
<b>Total Cost</b>	<b>\$ 140,539,282.00</b>

<b>CSJ 0922-33-213</b>									
District	MPO	County	CSJ	TIP FY	HWY	Phase	City	YOE Cost	
Laredo	Laredo	Webb	0922-33-213	2028	CS	C	Laredo	\$ 12,000,000.00	

Limits From: WORLD TRADE BRIDGE  
 Limits To: WORLD TRADE BRIDGE

Project Sponsor  
 Revision Date  
 CITY OF LAREDO  
 02/2022

Project DESCR: PRELIMINARY ENGINEERING AND CONSTRUCTION FOR THE EXPANSION OF THE WORLD TRADE BRIDGE CONSISTING OF 8 LANES BY BUILDING A NEW 8 LANES BY BUILDING A NEW 8-LANE BRIDGE ADJACENT TO THE EXISTING BRIDGE FOR A TOTAL OF 16 LANES AFTER COMPLETING OF THE PROJECT.  
 Remarks P7:

MPO Proj Num 1113  
 Funding Cat(S) 3,7  
 Project History

**Authorized Funding By Category/Share**

Category	Federal	State	Regional	Local	Local Contributions	Total
3	\$ -	\$ -	\$ -	\$ -	\$ 10,750,000.00	\$ 10,750,000.00
7	\$ 1,000,000.00	\$ -	\$ -	\$ 250,000.00	\$ -	\$ 1,250,000.00
<b>Total</b>	<b>\$ 1,000,000.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 250,000.00</b>	<b>\$ 10,750,000.00</b>	<b>\$ 12,000,000.00</b>

**Total Project Cost Information**

Prelim Eng	\$ -
ROW Purch	\$ -
Const Cost	\$ 12,000,000.00
Const Eng	\$ -
Conting	\$ -
Indirect	\$ -
Bond Fin	\$ -
Pt Chg Ord	\$ -
<b>Total Cost</b>	<b>\$ 12,000,000.00</b>



## Laredo MPO FY 2025 - 2028 Transportation Improvement Program

### Funding by Category

Funding Category	Description	FY 2025		FY 2026		FY 2027		FY 2028		Total FY 2025 - 2028	
		TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized	TIP Programmed	UTP Authorized
1	Preventive Maintenance and Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$0	\$87,523,299	\$87,523,299	\$87,523,299	\$87,523,299
2	Metropolitan & Urban Area Corridor Projects	\$34,535,033	\$34,535,033	\$0	\$0	\$0	\$0	\$9,999	\$9,999	\$34,545,032	\$34,545,032
3	Non-Traditionally Funded Transportation Project	\$0	\$0	\$0	\$0	\$14,780,000	\$14,780,000	\$10,750,000	\$10,750,000	\$25,530,000	\$25,530,000
3 DB	Design Build (DB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
4	Urban and Regional Connectivity	\$37,000,000	\$37,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$37,000,000	\$37,000,000
5	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	Structures - Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	Metro Mobility & Rehab	\$7,030,287	\$7,030,287	\$0	\$0	\$17,812,592	\$17,812,592	\$1,250,000	\$1,250,000	\$26,092,879	\$26,092,879
8	Safety	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8 R	Rail-Highway Crossing Set-Aside Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	TA Set-Aside Program	\$696,850	\$696,850	\$0	\$0	\$0	\$0	\$0	\$0	\$696,850	\$696,850
10 CRBN	Carbon Reduction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 FB	Ferry Boat Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 SCP	Seaport Connectivity Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 ITS	Information Technology Systems (ITS)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 FLA	Federal Lands Access Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 TPW	Texas Parks and Wildlife Department	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 GR	Green Ribbon Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 ADA	ADA Pedestrian Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 LIA	Landscape Incentive Award	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 RR	Railroad Grade Crossing and Replanking Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 RSMP	Railroad Signal Maintenance Program	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10 HPS	Federal Earmarks	\$18,040,154	\$18,040,154	\$0	\$0	\$0	\$0	\$0	\$0	\$18,040,154	\$18,040,154
10 NEVI	National Electric Vehicle Infrastructure	\$1,304,115	\$1,304,115	\$0	\$0	\$0	\$0	\$0	\$0	\$1,304,115	\$1,304,115
11 BSIF	Border State Infrastructure	\$0	\$0	\$20,000,000	\$20,000,000	\$0	\$0	\$0	\$0	\$20,000,000	\$20,000,000
11	District Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 EN	Energy Sector	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 (Safety)	Safety (District Discretionary)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
11 CO/CO	Cost Overruns / Change Orders	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
12 SP	Strategic Priority	\$217,133,312	\$217,133,312	\$93,505,334	\$93,505,334	\$0	\$0	\$29,431,264	\$29,431,264	\$340,069,910	\$340,069,910
12	Strategic Partnership			\$838,555	\$838,555	\$5,363,964	\$5,363,964			\$6,202,519	\$6,202,519
12 TCL	Texas Clear Lanes	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW PE	Statewide Budget PE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SW ROW	Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>		<b>\$315,739,751</b>	<b>\$315,739,751</b>	<b>\$114,343,889</b>	<b>\$114,343,889</b>	<b>\$37,956,556</b>	<b>\$37,956,556</b>	<b>\$128,964,562</b>	<b>\$128,964,562</b>	<b>\$597,004,758</b>	<b>\$597,004,758</b>

### Funding Participation Source

Source	FY 2025	FY 2026	FY 2027	FY 2028	Total FY 25-28
<b>Federal</b>	\$253,412,033	\$91,475,111	\$18,541,245	\$94,571,650	\$458,000,039
<b>State</b>	\$59,566,413	\$22,868,778	\$1,072,793	\$23,392,912	\$106,900,896
<b>Local Match</b>	\$2,761,305	\$0	\$3,562,518	\$250,000	\$6,573,823
CAT 3 - Local Contributions (LC)	\$0	\$0	\$14,780,000	\$10,750,000	\$25,530,000
CAT 3 - Prop 1	\$0	\$0	\$0	\$0	\$0
CAT 3 - DB	\$0	\$0	\$0	\$0	\$0
CAT 3 - Prop 14 Bonds	\$0	\$0	\$0	\$0	\$0
CAT 3 - Texas Mobility Fund	\$0	\$0	\$0	\$0	\$0
CAT 3 - Vehicle Registration Fees - VTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - RTR	\$0	\$0	\$0	\$0	\$0
CAT 3 - PTF	\$0	\$0	\$0	\$0	\$0
CAT 3 - TDC	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Enter "Other" Project Type (if highlighted)</b>					
Statewide Budget PE	\$0	\$0	\$0	\$0	\$0
Statewide Budget ROW	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$315,739,751</b>	<b>\$114,343,889</b>	<b>\$37,956,556</b>	<b>\$128,964,562</b>	<b>\$597,004,758</b>



# TRANSIT PROJECTS AND FINANCIAL SUMMARY

## FY 2025 TRANSIT PROJECT DESCRIPTIONS

### LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>	<u>Funding Information (YOE)</u>
<b>Project Sponsor</b> City of Laredo	<b>Federal Funding Category</b> 5307
<b>MPO Project Information</b> (reference number, etc)	<b>Federal (FTA) Funds</b> \$4,789,395
	<b>State Funds from TxDOT</b> 637,564
	<b>Other Funds</b> 14,039,099
<b>Apportionment Year</b> 2025	<b>Fiscal Year Cost</b> \$19,466,058
<b>Project Phase</b>	
<b>Brief Project Description:</b> Funds will be used for assistance for El Metro Transit bus operations and maintenance.	<b>Total Project Cost</b> \$19,466,058
	<b>Trans. Dev. Credits Requested</b> \$0
	<b>Trans. Dev. Credits Awarded</b> (Date & Amount) \$0
<b>Sec 5307 ID Number</b>	

**Amendment Date & Action**

<u>General Project Information</u>	<u>Funding Information (YOE)</u>
<b>Project Sponsor</b> City of Laredo	<b>Federal Funding Category</b> 5310
<b>MPO Project Information</b> (reference number, etc)	<b>Federal (FTA) Funds</b> \$258,831
	<b>State Funds from TxDOT</b> 0
	<b>Other Funds</b> 45,676
<b>Apportionment Year</b> 2025	<b>Fiscal Year Cost</b> \$304,507
<b>Project Phase</b>	
<b>Brief Project Description:</b> Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	<b>Total Project Cost</b> \$304,507
	<b>Trans. Dev. Credits Requested</b> \$0
	<b>Trans. Dev. Credits Awarded</b> (Date & Amount) \$0
<b>Sec 5310 ID Number</b>	

**Amendment Date & Action**

<u>General Project Information</u>	<u>Funding Information (YOE)</u>
<b>Project Sponsor</b> City of Laredo	<b>Federal Funding Category</b> 5339
<b>MPO Project Information</b> (reference number, etc)	<b>Federal (FTA) Funds</b> \$403,228
	<b>State Funds from TxDOT</b> 0
	<b>Other Funds</b> 71,158
<b>Apportionment Year</b> 2025	<b>Fiscal Year Cost</b> \$474,386
<b>Project Phase</b>	
<b>Brief Project Description:</b> Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	<b>Total Project Cost</b> \$474,386
	<b>Trans. Dev. Credits Requested</b> \$0
	<b>Trans. Dev. Credits Awarded</b> (Date & Amount) \$0
<b>Sec 5339 ID Number</b>	

**Amendment Date & Action**



### FY 2026 TRANSIT PROJECT DESCRIPTIONS

#### LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$4,789,395
		<b>State Funds from TxDOT</b>	659,313
		<b>Other Funds</b>	14,039,099
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$19,487,807</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	<b>Total Project Cost</b>	\$19,487,807
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5307 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$258,831
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	45,676
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$304,507</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	<b>Total Project Cost</b>	\$304,507
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5310 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$403,228
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	71,158
<b>Apportionment Year</b>	2026	<b>Fiscal Year Cost</b>	<b>\$474,386</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	<b>Total Project Cost</b>	\$474,386
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5339 ID Number</b>			
<b>Amendment Date &amp; Action</b>			



FY 2027 TRANSIT PROJECT DESCRIPTIONS

LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$4,789,395
		<b>State Funds from TxDOT</b>	637,564
		<b>Other Funds</b>	14,039,099
<b>Apportionment Year</b>	2027	<b>Fiscal Year Cost</b>	<b>\$19,466,058</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	<b>Total Project Cost</b>	\$19,466,058
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5307 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$258,831
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	45,676
<b>Apportionment Year</b>	2027	<b>Fiscal Year Cost</b>	<b>\$304,507</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	<b>Total Project Cost</b>	\$304,507
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5310 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information (reference number, etc)</b>		<b>Federal (FTA) Funds</b>	\$403,228
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	71,158
<b>Apportionment Year</b>	2027	<b>Fiscal Year Cost</b>	<b>\$474,386</b>
<b>Project Phase</b>			
<b>Brief Project Description:</b>	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	<b>Total Project Cost</b>	\$474,386
		<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded (Date &amp; Amount)</b>	\$0
<b>Sec 5339 ID Number</b>			
<b>Amendment Date &amp; Action</b>			





### FY 2028 TRANSIT PROJECT DESCRIPTIONS

#### LAREDO MPO TRANSPORTATION IMPROVEMENT PROGRAM

Laredo District 22

YOE = Year of Expenditure

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5307</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$4,789,395
		<b>State Funds from TxDOT</b>	637,564
		<b>Other Funds</b>	14,039,099
<b>Apportionment Year</b>	2028	<b>Fiscal Year Cost</b>	<b>\$19,466,058</b>
<b>Project Phase</b>		<b>Total Project Cost</b>	\$19,466,058
<b>Brief Project Description:</b>	Funds will be used for assistance for El Metro Transit bus operations and maintenance.	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5307 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5310</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$258,831
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	45,676
<b>Apportionment Year</b>	2028	<b>Fiscal Year Cost</b>	<b>\$304,507</b>
<b>Project Phase</b>		<b>Total Project Cost</b>	\$304,507
<b>Brief Project Description:</b>	Funds will be use for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects includes Capital investment and Operating assistance.	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5310 ID Number</b>			
<b>Amendment Date &amp; Action</b>			

<u>General Project Information</u>		<u>Funding Information (YOE)</u>	
<b>Project Sponsor</b>	City of Laredo	<b>Federal Funding Category</b>	<b>5339</b>
<b>MPO Project Information</b> (reference number, etc)		<b>Federal (FTA) Funds</b>	\$403,228
		<b>State Funds from TxDOT</b>	0
		<b>Other Funds</b>	71,158
<b>Apportionment Year</b>	2028	<b>Fiscal Year Cost</b>	<b>\$474,386</b>
<b>Project Phase</b>		<b>Total Project Cost</b>	\$474,386
<b>Brief Project Description:</b>	Funds will be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements.	<b>Trans. Dev. Credits Requested</b>	\$0
		<b>Trans. Dev. Credits Awarded</b> (Date & Amount)	\$0
<b>Sec 5339 ID Number</b>			
<b>Amendment Date &amp; Action</b>			



## Transit Financial Summary

### Laredo Metropolitan Planning Organization

#### FY 2025- 2028 Transportation Improvement Program

All Figures in Year of Expenditure (YOE) Dollars

Current as of 06/05/2024

Transit Program	FY 2025			FY 2026			FY 2027		
	Federal	State/Other	Total	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$5,426,959	\$14,039,099	\$19,466,058	\$5,426,959	\$14,039,099	\$19,466,058	\$5,426,959	\$14,039,099	\$19,466,058
2 Sec. 5307 - Urbanized Formula <200K			\$0			\$0			\$0
3 Sec. 5339 - Bus & Bus Facilities >200k	\$403,228	\$71,158	\$474,386	\$403,228	\$71,158	\$474,386	\$403,228	\$71,158	\$474,386
4 Sec. 5310-Seniors&People w/Disabilities >200k	\$258,831	\$45,676	\$304,507	\$258,831	\$45,676	\$304,507	\$258,831	\$45,676	\$304,507
5 Sec. 5311 - Nonurbanized Formula			\$0			\$0			\$0
6 Sec. 5316 - JARC >200K			\$0			\$0			\$0
7 Sec. 5316 - JARC <200K			\$0			\$0			\$0
8 Sec. 5316 - JARC Nonurbanized			\$0			\$0			\$0
9 Sec. 5317 - New Freedom >200K			\$0			\$0			\$0
10 Sec. 5317 - New Freedom <200K			\$0			\$0			\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0			\$0			\$0
12 Other FTA			\$0			\$0			\$0
13 Regionally Significant or Other			\$0			\$0			\$0
<b>Total Funds</b>	<b>\$6,089,018</b>	<b>\$14,155,933</b>	<b>\$20,244,951</b>	<b>\$6,089,018</b>	<b>\$14,155,933</b>	<b>\$20,244,951</b>	<b>\$6,089,018</b>	<b>\$14,155,933</b>	<b>\$20,244,951</b>
<b>Transportation Development Credits</b>									
<b>Requested</b>			\$0			\$0			\$0
<b>Awarded</b>			\$0			\$0			\$0

All Figures in Year of Expenditure (YOE) Dollars

Transit Programs	FY 2028			FY 2025-2028 Total		
	Federal	State/Other	Total	Federal	State/Other	Total
1 Sec. 5307 - Urbanized Formula >200K	\$5,426,959	\$14,039,099	\$19,466,058	\$21,707,836	\$56,156,396	\$77,864,232
2 Sec. 5307 - Urbanized Formula <200K			\$0	\$0	\$0	\$0
3 Sec. 5339 - Bus & Bus Facilities >200k	\$403,228	\$71,158	\$474,386	\$1,612,912	\$284,632	\$1,897,544
4 Sec. 5310-Seniors&People w/Disabilities >200k	\$258,831	\$45,676	\$304,507	\$1,035,324	\$182,704	\$1,218,028
5 Sec. 5311 - Nonurbanized Formula			\$0	\$0	\$0	\$0
6 Sec. 5316 - JARC >200K			\$0	\$0	\$0	\$0
7 Sec. 5316 - JARC <200K			\$0	\$0	\$0	\$0
8 Sec. 5316 - JARC Nonurbanized			\$0	\$0	\$0	\$0
9 Sec. 5317 - New Freedom >200K			\$0	\$0	\$0	\$0
10 Sec. 5317 - New Freedom <200K			\$0	\$0	\$0	\$0
11 Sec. 5317 - New Freedom Nonurbanized			\$0	\$0	\$0	\$0
12 Other FTA			\$0	\$0	\$0	\$0
13 Regionally Significant or Other			\$0	\$0	\$0	\$0
<b>Total Funds</b>	<b>\$6,089,018</b>	<b>\$14,155,933</b>	<b>\$20,244,951</b>	<b>\$24,356,072</b>	<b>\$56,623,732</b>	<b>\$80,979,804</b>
<b>Transportation Development Credits</b>						
<b>Requested</b>			\$0			\$0
<b>Awarded</b>			\$0			\$0



**METROPOLITAN PLANNING ORGANIZATION AND TEXAS DEPARTMENT OF TRANSPORTATION  
SELF-CERTIFICATION**

In accordance with 23 CFR Part 450.336, the Texas Department of Transportation and the Laredo Webb County Area Metropolitan Planning Organization for the Laredo Urbanized Area, hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
- (2) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (4) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49CFR part26 regarding the involvement of Disadvantaged Business Enterprises in US DOT-funded projects
- (5) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (6) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and (49 CFR Parts 27, 37, and 38);
- (7) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
- (8) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (9) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Epigmenio 'Epi' Gonzalez, P.E.  
TxDOT, District Engineer

6/20/24

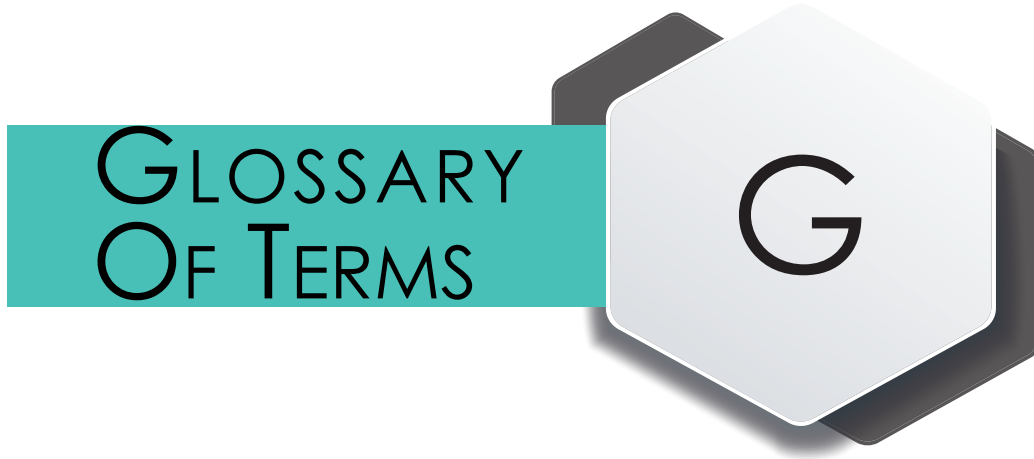
Date

Webb County Judge Tano E. Tijerina  
and Chairperson of the MPO Policy Committee

06/20/2024

Date

Table of Contents	Introduction	Purpose	Definition of Area
PIP / PPP	Project Selection Process	Progress From Previous Year	Transportation Performance Management
Public Transportation Agency Safety Plan	Summary	Air Quality Issues	ADA
Grouped Statewide Projects	Highway Projects & Financial Summary	Transit Projects & Financial Summary	MPO Self-Certification
Glossary of Terms	Acronyms	Appendix A	Appendix B





## TERMS

**CSJ** - Control Section Job (number) - This is a TxDOT assigned number for projects entered into the Project Development Program (PDP).

**PROJ ID** - Project Identification Number - This is a number or code assigned by the MPO for local tracking or identification of a project and is intended to relate projects to the Metropolitan Transportation Plan (MTP).

**F. CLASS** - Federal Functional Classification - This identifies the Federal Functional classification of streets and highways according to functional operating characteristics.

The Federal Functional Classifications are:

	Classification
1	Interstate
2	Other Freeways and Expressways
3	Other Principal Arterials
4	Minor Arterials
5	Major Collectors
6	Minor Collectors
7	Local Streets

**CATEGORY** - Federal Funding Category - The current major federal funding categories as established by the Intermodal Surface Transportation Equity Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Moving Ahead for Progress in the 21st Century (MAP 21), and the FAST Act are:

Funding Category	Description
1	Preventive Maintenance and Rehabilitation
2	Metropolitan and Urban Corridor Projects
3	Non-Traditionally Funded Transportation Projects
4	Statewide Connectivity Corridor Projects
5	Congestion Mitigation and Air Quality Improvement
6	Structures Replacement and Rehabilitation (Bridge)
7	Metropolitan Mobility and Rehabilitation
8	Safety
9	Transportation Alternatives Set-Aside
10	Supplemental Transportation
11	District Discretionary
12	Strategic Priority

**FLHP**- Federal Land Highway Program

**FTA**- Federal Transit Administration Funding

**PHASE**- Project Phase for Federal Funding (E-Preliminary Engineering, R-Right of Way Acquisition & C-Construction)



## ACRONYMS

Transportation Improvement Program	
Acronym	Definition
<b>ADA</b>	Americans With Disabilities Act
<b>AFA</b>	Advanced Federal Agreement
<b>APL</b>	Annual Listing of Obligated Projects
<b>ARF</b>	Area Resource File System
<b>CAT</b>	TxDOT Funding Category Type
<b>CFR</b>	Code of Federal Regulations
<b>CMAQ</b>	Congestion Mitigation & Air Quality Improvement
<b>CRIS</b>	Crash Record Information System
<b>CSJ</b>	Control Section Job Number
<b>EPA</b>	United States Environmental Protection Agency
<b>FARS</b>	Fatality Analysis Reporting System
<b>FAST Act</b>	The Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FLHP</b>	Federal Land Highway Program
<b>FTA</b>	Federal Transit Administration
<b>FY</b>	Fiscal Year
<b>HSIP</b>	Highway Safety Improvement Program
<b>IH</b>	Interstate Highway
<b>ISTEA</b>	The Intermodal Surface Transportation Efficiency Act of 1991
<b>ITS</b>	Intelligent Transportation Systems
<b>IVHS</b>	Intelligent Vehicle Highway Systems
<b>LTMI</b>	Laredo Transit Management Incorporated
<b>LUTS</b>	Laredo Urban Transportation Study
<b>LWCAMPO</b>	Laredo & Webb County Area Metropolitan Planning Organization
<b>MAP-21</b>	The Moving Ahead for Progress in the 21 <sup>st</sup> Century
<b>MPO</b>	Metropolitan Planning Organization
<b>MTP</b>	Metropolitan Transportation Plan
<b>NHS</b>	Non-Interstate Highway
<b>NSP</b>	National Transportation Safety Plan
<b>NTD</b>	National Transit Database
<b>OHV</b>	Off-Highway Vehicle
<b>PE</b>	Preliminary Engineering
<b>PIP</b>	Public Involvement Process
<b>PL</b>	Planning Funds



Transportation Improvement Program	
Acronym	Definition
<b>PM</b>	Performance Measure
<b>PPP</b>	Public Participation Plan
<b>PTASP</b>	Public Transportation Agency Safety Plan
<b>ROW</b>	Right of Way
<b>RTP</b>	Recreational Trails Program
<b>SAFETY-LU</b>	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>SDHPTT</b>	State Department of Highways & Public Transportation
<b>SGR</b>	State of Good Repair
<b>SHSP</b>	Strategic Highway Safety Plan
<b>SPT</b>	Safety Performance Targets
<b>State HSIP</b>	State Highway Safety Improvement Program
<b>State SHSP</b>	State Strategic Highway Safety Plan
<b>STIP</b>	Statewide Transportation Improvement Program
<b>TA / TASA</b>	Transportation Alternatives Set-Aside Program
<b>TAM</b>	Transit Asset Management
<b>TEA-21</b>	The Transportation Equity Act for the 21 <sup>st</sup> Century
<b>TERM</b>	Transit Economic Requirements Model
<b>TIP</b>	Transportation Improvement program
<b>TMA</b>	Transportation Management Area
<b>TOMA</b>	Texas Open Meetings Act
<b>TPM</b>	Transportation Performance Management
<b>TTC</b>	Texas Transportation Committee
<b>TTR</b>	Travel Time Reliability
<b>TTTR</b>	Truck Travel Time Reliability
<b>TxDOT</b>	Texas Department of Transportation
<b>ULB</b>	Usable Life Benchmark
<b>USC / U.S.C.</b>	United States Code
<b>USDOT</b>	United States Department of Transportation
<b>UTP</b>	Unified Transportation Program
<b>UZA</b>	Urbanized Area
<b>VMT</b>	Vehicle Miles Traveled
<b>VRM</b>	Vehicle Revenue Miles
<b>WCCLRMA</b>	Webb County-City of Laredo Regional Mobility Authority
<b>YOE</b>	Year of Expenditure

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Glossary of Terms	Acronyms	Appendix A	Appendix B





# Appendix 'A'

## LAREDO DISTRICT MPO STATUS OF MAJOR PROJECTS FROM FY 23-26 TIP

FISCAL YEAR	ESTIMATED LET DATE	CONTROL SECTION JOB	HIGHWAY	PROJECT DESCRIPTION	LIMITS FROM	LIMITS TO	AUTHORIZED AMOUNT	LOW BID AMOUNT	PROJECT STAGE
2023	2-Aug-23	0086-01-073	SH 359	WIDEN ROADWAY FROM 3 LANE TO 5 LANE UNDIVIDED HWY	4.06 MILES E OF SL 20	8.935 MILES E OF SL 20	42,477,627.71	\$40,853,481.70	Construction
2023	2-Aug-23	0086-02-023	SH 359	WIDEN ROADWAY FROM 2 LANE TO 4 LANE DIVIDED HWY	8.935 MILES E OF LP 20	9.830 MILES E OF LP 20	6,850,074.65	\$6,833,304.00	Construction
2023	2-Aug-23	0086-14-075	US 59	CONSTRUCTION OF INTERCHANGE AT DEL MAR BLVD	0.54 MILES SOUTH OF DEL MAR BLVD	0.67 MILES NORTH OF DEL MAR BLVD	59,238,843.73	\$76,501,826.56	Construction
2023	2-Aug-23	0086-14-076	US 59	CONSTRUCTION OF INTERCHANGE AT SHILOH DR	0.51 MILES SOUTH OF SHILOH DRIVE	0.49 MILES NORTH OF SHILOH DRIVE	38,740,645.23	\$42,854,874.52	Construction
2023	2-Aug-23	0086-14-078	US 59	CONSTRUCTION OF INTERCHANGE AT JACAMAN RD	0.50 MI S OF JACAMAN RD	0.50 MI N OF JACAMAN RD	45,865,788.86	\$49,285,317.10	Construction
2023	2-Aug-23	0086-14-079	US 59	CONSTRUCTION OF INTERCHANGE AT UNIVERSITY BLVD	0.36 MILES SOUTH OF UNIVERSITY BOULEVARD	0.26 MILES NORTH OF UNIVERSITY BOULEVARD	24,377,520.91	\$27,615,153.55	Construction
2023	2-Aug-23	0086-14-087	US 59	CONSTRUCTION OF MAINLANES & FRONTAGE RD AT 0.4 MI N OF AIRPORT TO 0.36 MI S OF UNIVERSITY BLVD	0.12 MI S. OF E. CORRIDOR RD.(AIRPORT)	0.36 MI SOUTH OF UNIVERSITY	29,749,756.11	\$26,636,821.10	Construction
2023	2-Aug-23	0086-14-088	US 59	CONSTRUCTION OF MAINLANES & FRONTAGE RD AT UNIVERSITY BLVD TO SHILOH DR	0.93 MI SOUTH OF UNIVERSITY BLVD	0.51 MI SOUTH OF SHILOH DR	60,395,859.27	\$54,907,179.78	Construction
2023	2-Aug-23	0086-14-089	US 59	CONSTRUCTION OF MAINLANES & FRONTAGE RD AT SHILOH DR TO INTERNATIONAL BLVD	0.51 MI SOUTH OF SHILOH	INTERNATIONAL BLVD.	53,124,581.60	\$52,695,080.80	Construction
2024	2-May-24	3483-02-002	SH 84	CONSTRUCTION OF NEW ROADWAY 4-LANE DIVIDED HIGHWAY HACHAR-REUTHINGER	FM 1472	IH 35 WEST FRONTAGE ROAD	144,625,047.06	\$122,229,769.00	Construction
2025	6-Nov-24	0086-16-008	SL 20	CONSTRUCTION OF INTERCHANGE IMPROVEMENT AT LOMAS DEL SUR BLVD	0.580 MILES SOUTH OF LOMAS DEL SUR BLVD	0.721 MILES NORTH OF LOMAS DEL SUR BLVD	41,565,319.99	\$0.00	PS&E
2025	6-Nov-24	0086-16-018	SL 20	INSTALLATION OF CONCRETE BARRIER	0.721 MILES NORTH OF LOMAS DEL SUR BLVD	0.54 MILES SOUTH OF SH 359	4,493,514.65	\$0.00	PS&E
2025	6-Feb-25	0018-05-089	IH 35	IH-35 RECONSTRUCTION & INTERCHANGES(RECONSTRUCTED/NEW)@UNIROYAL DR & SH 84	0.47 MI S OF UNIROYAL INTERCHANGE	3.22 MI N OF UNIROYAL INTERCHANGE	165,921,714	\$0.00	PS&E
2025	3-May-25	0922-33-076	CS	REALIGNMENT OF FLECHA LN/LAS CRUCES ALONG FM 1472	INTERSECTION OF FM 1472 AND FLECHA	0.174 MILES EAST OF FM 1472	1,882,851.36	\$0.00	PS&E
2025	3-May-25	0922-33-093	CS	CONSTRUCTION OF A GRADE SEPARATION INTERCHANGE OVER UPRR TRACKS	0.25 M EAST OF CALTON/SAN MARIA_INT	0.25 M WEST OF CALTON/SAN MARIA INT	13,750,209.20	\$0.00	PS&E
2025	3-May-25	0922-33-177	CS	CONSTRUCTION OF RIVER VEGA MULTIUSE ALTERNATIVE TRANSPORTATION TRAIL	ANNA PARK	LCC CAMPUS	848,430.96	\$0.00	PS&E
2025	3-May-25	0922-33-200	Various	EAST CHACON CREEK MULTIUSE HIKE BIKE PHASE 1 SECTION	INDEPENDENCE HILLS PARK & MERIDA	BLUEBONNET LANE	208,000	\$0.00	PS&E
2025	3-May-25	0922-33-201	Various	PLUM AND MIER STREET SHARED USE PATH	Tilden Ave/ Mier St.	Urbahn Ave/ Guerrero St	1,060,800	\$0.00	PS&E
2026	5-Nov-25	0018-06-185	IH 35	NEW DIRECT CONNECTORS (#3, #4 AND #6) NORTHBOUND AND SOUTHBOUND IH35 TO US59 EB	0.50 MI EAST OF IH35	0.50 MI NORTH OF US59	54,505,335	\$0.00	PS&E
2026	5-Nov-25	0922-33-226	ALINAS AVE	CONSTRUCTION OF SIDEWALKS, CURB & GUTTER, PAVEMENT MARKINGS, LIGHTING, LANDSCAPING, AND UTILITY RELOCATION	WATER ST	VICTORIA ST	1,350,000	\$0.00	PS&E
2026	2-Jan-26	0922-33-149	CS	CONSTRUCTION OF A PEDESTRIAN TRAIL AT CHACON CREEK	SPUR 400	US 59	1,776,276	\$0.00	PS&E
2026	2-Apr-26	0922-33-236	Various	CONSTRUCTION OF NEW OFF-SYSTEM 2-LANE ROADWAY WITH CONC PAVEMENT, CURB GUTTER, STORM SEWER, SIGNS, MARKINGS & HIKE&BIKE TRAIL.	HOSPITALITY DRIVE	US 59 NBFR	905,639.40	\$0.00	PS&E
2026	1-May-26	0922-33-227	Various	INSTALLATION OF 12 NEW CITY OF LAREDO BUS STOP	CITY OF LAREDO		1,350,000	\$0.00	PS&E
2026	1-May-26	0922-33-228	Various	CONSTRUCTION OF NEW 10FT SHARED USE PATH AT MANGANA-HEIN ROAD	US 83	SL 20 (CUATRO VIENTOS)	1,209,600	\$0.00	PS&E
2026	1-May-26	0922-33-229	Various	CONSTRUCTION OF NEW 10FT SHARED USE PATH AT MANGANA-HEIN ROAD	SL 20 (CUATRO VIENTOS)	2.5 MILES EAST OF SL 20	2,160,000	\$0.00	PS&E

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## Appendix 'B'

### LWCAMPO FY 2025-2028 TIP ANALYSIS



## PERFORMANCE MEASURES TIMELINE

### MOVING AHEAD FOR PROGRESS IN THE 21<sup>ST</sup> CENTURY (MAP-21)

July 6  
2012

MAP-21 introduced a set of performance measures to:

- Increase the accountability and transparency of federal highway and transit programs; and,
- Improve project decision-making through performance-based planning and programming

### FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT

December 4  
2015

The FAST Act continued the HSIP with only minor changes.

- The FAST Act confirmed the overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements.

### INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

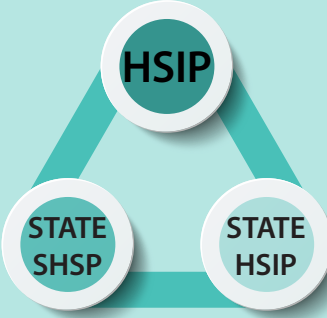
(Public Law 117-58, also known as the "Bipartisan Infrastructure Law (BIL)")

November 15  
2021

The BIL continues the Highway Safety Improvement Program (HSIP) with several new requirements and increased funding levels (Note: Please refer to the [BIL Fact Sheet](#) for further Details).

- BIL emphasizes the importance of vulnerable road user safety as part of the HSIP by introducing a vulnerable road user safety special rule and requiring all States to develop a Vulnerable Road User Safety Assessment.
- BIL also allows States to use up to 10% of their HSIP funds on specified safety projects.

RELATIONSHIP BETWEEN HSIP, STATE HSIP, AND STATE SHSP



Source: FHWA

### PURPOSE OF THE HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

The BIL continues the HSIP to achieve a significant reduction in traffic fatalities & serious injuries on all public roads, including non-State-owned public roads & roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

### VULNERABLE ROAD USER SAFETY SPECIAL RULE

The BIL establishes a new special rule, which—

- applies to each State in which vulnerable road user fatalities account for not less than 15% of all annual crash fatalities; and
- requires a State subject to the special rule to obligate not less than 15% of its HSIP funds the following FY for highway safety improvement projects to address vulnerable road user safety. [§ 11111(a)(5); 23 U.S.C. 148(g)(3)]

Source: FHWA BIL Fact Sheet

### PERFORMANCE MEASURE OVERVIEW

<p><b>Safety</b></p> <p>PM1</p> <ul style="list-style-type: none"> <li>• Number of Fatalities</li> <li>• Rate of Fatalities</li> <li>• Number of Serious Injuries</li> <li>• Rate of Serious Injuries</li> <li>• Number Non-Motorized Fatalities &amp; Serious Injuries</li> </ul>	<p><b>Pavement &amp; Bridge Condition</b></p> <p>PM2</p> <ul style="list-style-type: none"> <li>• IH Pavement in Good Condition</li> <li>• IH Pavement in Poor Condition</li> <li>• NHS Pavement in Good Condition</li> <li>• NHS Pavement in Poor Condition</li> <li>• Bridge Deck in Good Condition</li> <li>• Bridge Deck in Poor Condition</li> </ul>	<p><b>Roadway System Performance</b></p> <p>PM3</p> <ul style="list-style-type: none"> <li>• IH Travel Time Reliability</li> <li>• NHS Travel Time Reliability</li> <li>• Freight Travel Time Reliability</li> </ul>	<p><b>Transit Asset Management</b></p> <p>TAM</p> <ul style="list-style-type: none"> <li>• Rolling Stock (Revenue Vehicles)</li> <li>• Equipment (Non-Revenue Vehicles)</li> <li>• Facilities (Transit Economic Requirement Model (TERM) Rating)</li> <li>• Infrastructure (Performance Restrictions)</li> </ul>	<p><b>Public Transportation Agency Safety Plan</b></p> <p>PTASP</p> <ul style="list-style-type: none"> <li>• Number of Fatalities</li> <li>• Rate of Fatalities</li> <li>• Number of Injuries</li> <li>• Rate of Injuries</li> <li>• Number of Safety Events</li> <li>• Mean Distance Between Major Mechanical Failures</li> </ul>
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## BACKGROUND: TRANSPORTATION PERFORMANCE MEASUREMENT

The Federal Highway Administration (FHWA) defines Transportation Performance Management (TPM) as a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. State Departments of Transportation (State DOTs) and Metropolitan Planning Organizations (MPO's) are required to set Highway Safety Improvement Program (HSIP) targets to meet safety performance measures. Said safety measures are a component of the Safety Performance Measures (Safety PM) that support HSIP and provide both State DOTs and MPOs with the framework to implement TPM requirements, i.e., provide directional goals for related plans and programs as well as the means to monitor the progress of attaining federal goals. MPO's, within Texas, may establish HSIP targets by either:

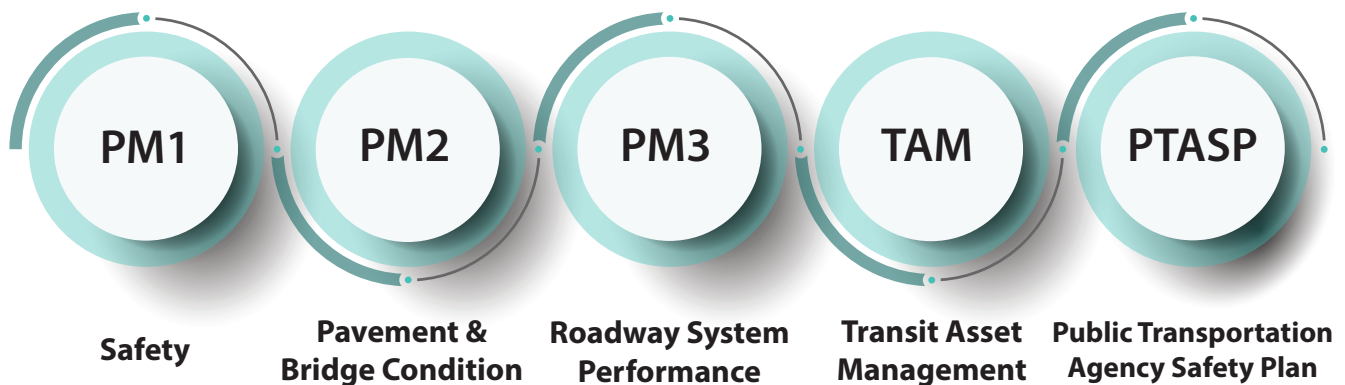


If an MPO agrees to support a State HSIP target, the MPO would...	If an MPO establishes its own HSIP target, the MPO would..
<ul style="list-style-type: none"> <li>• Work with the State &amp; safety stakeholders to address areas of concern for fatalities or serious injuries within the MPA</li> <li>• Coordinate with the State &amp; include the safety performance measures and the State's HSIP targets for those measures in the MTP</li> <li>• Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures &amp; targets described in other State safety transportation plans &amp; processes such as applicable portions of the HSIP, including the SHSP</li> <li>• Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety target</li> </ul>	<ul style="list-style-type: none"> <li>• Establish HSIP targets for all public roads in the MPA in coordination with the State</li> <li>• Estimate vehicles miles traveled (VMT) for all public roads within the MPA for rate targets</li> <li>• Coordinate with the State &amp; include the safety performance measures &amp; the MPO's safety targets for those measures in the MTP</li> <li>• Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures &amp; targets described in other State safety transportation plans &amp; processes such as applicable portions of the HSIP, including the SHSP</li> <li>• Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets</li> </ul>

Source: [FHWA MPO Safety PM Fact Sheet](#)

The Laredo & Webb County Area MPO (LWCAMPO) opted to adopt the HSIP targets set by TxDOT and thus, have incorporated said targets into the programming and planning process of the Metropolitan Transportation Plan (MTP) as well as the Transportation Improvement Program (TIP). This includes supporting the state's Road to Zero to further identify and fund safety projects and meet TxDOT's goal of reducing fatal crashes in half by 2035, and ending all fatalities on Texas roads by 2050.

If the process of implementing performance measures requires additions or changes to the MTP and TIP, the documents will be amended in the future. The adopted targets include the following key areas:



LWCAMPO adopted TxDOT's 2023 targets for performance measures, PM2 Pavement and Bridge Conditions, as well as PM3 Roadway System Performance. The aforementioned measures are detailed in Resolution No. MPO 2023-03, Resolution No. MPO 2023-06, and Resolution MPO 2023-07, respectively. Additionally, PM1 Safety Targets have been updated, in support of the most current State Targets, via Resolution No. MPO 2024-03 (February 21, 2024). The updated PM1 and adopted PM2 and PM 3 Infrastructure Condition Targets for the Second Performance Period — 2-Year and 4-Year Targets are as follows:

# PM1 — SAFETY PERFORMANCE MEASURES

## 1. NUMBER OF TRAFFIC RELATED FATALITIES



(2024) 5-YEAR AVERAGE TARGET



2024 CALENDAR YEAR TARGET

## 2. RATE OF TRAFFIC RELATED FATALITIES PER 100 MILLION VMT



(2024) 5-YEAR AVERAGE TARGET



2024 CALENDAR YEAR TARGET

## 3. NUMBER OF TRAFFIC RELATED SERIOUS INJURIES



(2024) 5-YEAR AVERAGE TARGET



2024 CALENDAR YEAR TARGET

## 4. RATE OF TRAFFIC RELATED SERIOUS INJURIES PER 100 MILLION VMT



(2024) 5-YEAR AVERAGE TARGET



2024 CALENDAR YEAR TARGET

## 5. NUMBER OF NON-MOTORIZED FATALITIES & SERIOUS INJURIES



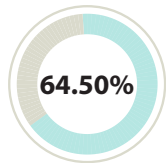
(2024) 5-YEAR AVERAGE TARGET



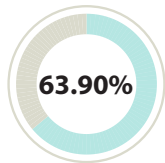
2024 CALENDAR YEAR TARGET

## PM2— PAVEMENT & BRIDGE CONDITIONS

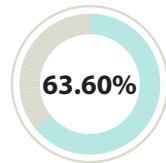
### 1. PERCENTAGE OF PAVEMENTS OF THE INTERSTATE SYSTEM IN GOOD CONDITION



BASELINE (2022)

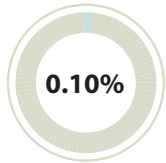


2-YEAR TARGET (2024)

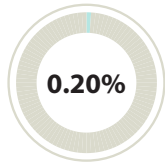


4-YEAR TARGET (2026)

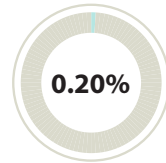
### 2. PERCENTAGE OF PAVEMENTS OF THE INTERSTATE SYSTEM IN POOR CONDITION



BASELINE (2022)

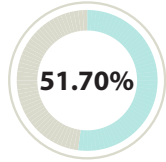


2-YEAR TARGET (2024)

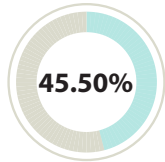


4-YEAR TARGET (2026)

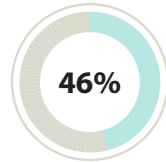
### 3. PERCENTAGE OF PAVEMENTS OF THE NON-INTERSTATE NHS IN GOOD CONDITION



BASELINE (2022)

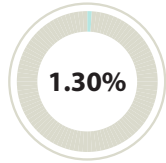


2-YEAR TARGET (2024)

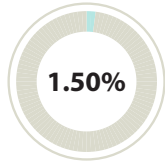


4-YEAR TARGET (2026)

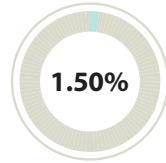
### 4. PERCENTAGE OF PAVEMENTS OF THE NON-INTERSTATE NHS IN POOR CONDITION



BASELINE (2022)

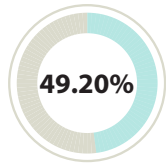


2-YEAR TARGET (2024)

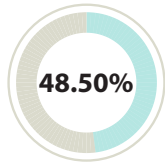


4-YEAR TARGET (2026)

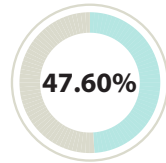
### 5. PERCENTAGE OF NHS BRIDGES CLASSIFIED IN GOOD CONDITION



BASELINE (2022)

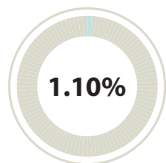


2-YEAR TARGET (2024)

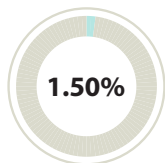


4-YEAR TARGET (2026)

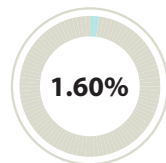
### 6. PERCENTAGE OF NHS BRIDGES CLASSIFIED IN POOR CONDITION



BASELINE (2022)



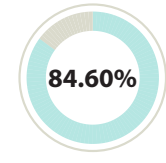
2-YEAR TARGET (2024)



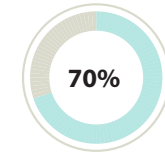
4-YEAR TARGET (2026)

## PM3— ROADWAY SYSTEM PERFORMANCE

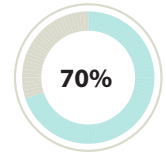
### 1. PERCENTAGE OF PERSON-MILES TRAVELED THAT ARE RELIABLE



BASELINE (2022)

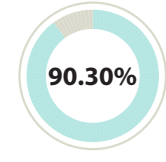


2-YEAR TARGET (2024)

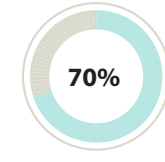


4-YEAR TARGET (2026)

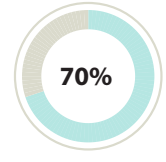
### 2. PERCENTAGE OF THE PERSON-MILES ON THE NON-INTERSTATE NHS THAT ARE RELIABLE



BASELINE (2022)



2-YEAR TARGET (2024)



4-YEAR TARGET (2026)

### 3. TRUCK TRAVEL TIME RELIABILITY (TTTR) INDEX



BASELINE (2022)



2-YEAR TARGET (2024)

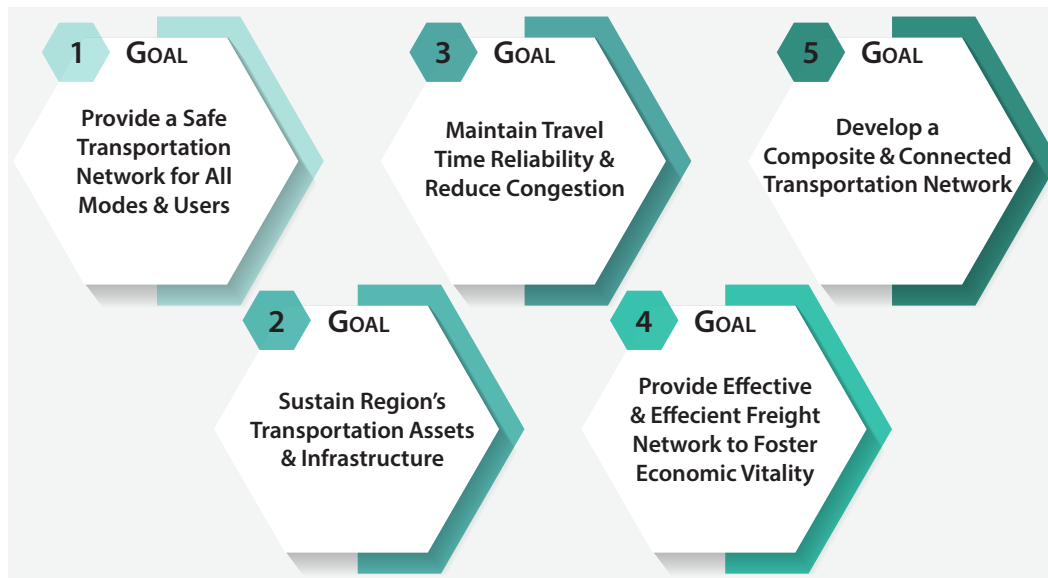


4-YEAR TARGET (2026)

## TRANSPORTATION PERFORMANCE MEASURES & THE 2020-2045 MTP

To support the regional vision, the 2020-2045 MTP includes a series of goals and objectives that are based on policy guidance and community priorities collected during the October 2018 public meetings. Said goals and objectives are aligned with state plans, federal guidelines, and are compliant with the requirements of the FAST Act.

**Vision: Develop a transportation system that offers safe, efficient, affordable travel choices for people and goods, while supporting economic development & long-term quality of life**



Due to the extensive scope and time horizon of the MTP, the development and implementation of performance measures for MPOs serves as a means to assess how the transportation system is functioning and operating. Performance measures can inform the decision-making process and improve accountability for the efficient and effective implementation of programs and projects. Performance measures serve the following functions for LWCAMPO:

- During the Plan Development process, performance measures provide a framework to benchmark performance and the effects of alternatives. This performance data is used to define transportation projects and can help inform decision-making between trade-offs and help communicate the anticipated impacts of different investment strategies.
- Performance measures support Plan Implementation by emphasizing the Laredo MPO guiding principles and integrating them into budgeting, program structure, project selection, and implementation policies.
- System performance relative to the vision and guiding principles of the Laredo MTP can be tracked and reported to support Accountability for plan implementation and results.

### SHORT RANGE PROJECTS & RELATED PM LISTED IN THE FY 2025-2028 TIP

As per federal law, LWCAMPO staff have reviewed projects in the TIP for compliance with the aforementioned performance measures. Likewise, staff will review any amendments made to the TIP to determine their relevance in the advancement of goals and objections of the aforementioned performance measures.

## FY 2025-2028 TIP SHORT RANGE PROJECT LIST

LWCAMPO has developed a TIP that contains projects that are consistent with the most current version of the MTP, i.e. reflects the current MTP's established investment priorities, and is designed towards achieving the established performance targets. The following tables provide a summary of the short-range projects, listed in the current TIP, and their respective contribution towards meeting the adopted performance measures.

FY 2025										
CSJ	PROJECT	LIMITS		PM1	PM2	PM3	TAM	PTASP	COMMENTS	
		FROM	TO							
1	0018-05-089	Replace Bridge at Uniroyal Dr.	0.47 MI S OF UNIROYAL INTERCHANGE	3.22 MI N OF UNIROYAL INTERCHANGE	●	●	●			<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / <b>Secondary Goals Addressed:</b> Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (Maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
2	0086-16-008	SL 20 Interchange at Lomas Del Sur Blvd.	0.580 MILES SOUTH OF LOMAS DEL SUR BLVD.	0.721 MILES NORTH OF LOMAS DEL SUR BLVD.	●		●			<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / <b>Secondary Goal Addressed:</b> Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements)
3	0922-33-076	FM1472 / Flecha Lane	INTERSECTION OF FM 1472 AND FLECHA LN.	0.174 MILES EAST OF FM 1472	●		●			<b>Primary Goals Addressed:</b> Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) & Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)
4	0922-33-093	Calton and San Maria Interchange	0.25 MI EAST OF CALTON/SANTA MARIA INTERSECTION	0.25 MI WEST OF CALTON/SANTA MARIA INTERSECTION	●		●			<b>Primary Goals Addressed:</b> Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) & Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)
5	0922-33-177	River Vega Trail	ANA PARK	LCC CAMPUS	●					<b>Primary Goal Addressed:</b> Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) <b>Secondary Goal Addressed:</b> Optimize System Performance for <u>TAP-Trails Network</u> (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)
6	5000-00-234	NEVI charging station	619 CROSSROADS AVE, LAREDO, TX				●			<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements)
FY 2026										
CSJ	PROJECT	LIMITS		PM1	PM2	PM3	TAM	PTASP	COMMENTS	
		FROM	TO							
1	0018-06-185	Direct Connector #3 and # 6	0.50 MI EAST OF IH 35	0.50 MI NORTH OF US 59	●		●			<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / <b>Secondary Goal Addressed:</b> Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements)
2	0922-33-236	SPRINGFIELD extension PH 4	Hospitality Drive	US 59 NBFR	●		●			<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) <b>Secondary Goal Addressed:</b> Promote Safety (Reduce crashes and fatalities through targeted infrastructure improvements, technology applications & education)
FY 2027										
CSJ	PROJECT	LIMITS		PM1	PM2	PM3	TAM	PTASP	COMMENTS	
		FROM	TO							
1	0922-33-205	Vallecillo Road	FM 1472	IH 35	●		●			<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / <b>Secondary Goal Addressed:</b> Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements)
FY 2028										
CSJ	PROJECT	LIMITS		PM1	PM2	PM3	TAM	PTASP	COMMENTS	
		FROM	TO							
1	0086-14-077	US 59 (Loop 20) Interchange at Airport	0.50 MI SOUTH OF E CORRIDOR RD. (AIRPORT)	0.50 MI NORTH OF E. CORRIDOR RD. (AIRPORT)	●		●			<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / <b>Secondary Goal Addressed:</b> Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements)
2	0086-14-086	US 59 (Loop 20) Reconstruction	BUSINESS 59	0.28 MILES SOUTH OF JACAMAN RD.	●	●	●			<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / <b>Secondary Goals Addressed:</b> Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (Maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement)
3	0922-33-213	World Trade Bridge Expansion	WORLD TRADE BRIDGE		●	●	●			<b>Primary Goal Addressed:</b> Optimize System Performance (Enhance mobility, connectivity & mitigate congestion through targeted infrastructure & operational improvements) / <b>Secondary Goals Addressed:</b> Promote Safety (Reduce crashes & fatalities through targeted infrastructure improvements) & Preserve Our Assets (Maintain and preserve system / asset conditions through targeted infrastructure rehabilitation, restoration, & replacement) / <b>Note:</b> this project will also address improving/investing in Border Transportation Infrastructure (i.e. fomenting Economic Opportunities as well as Border & Port Connectivity)



## TRANSIT ASSET MANAGEMENT (TAM)

El Metro’s Transit Asset Management Plan (TAMP) specifies activities (maintenance, replacement, etc.), resources, and timescales required for a group of assets to achieve the agency’s service and asset management objectives. The Laredo Transit Management Inc. (LTMI) is the only designated recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307 in the Laredo MPO Urbanized Planning Area. El Metro is the primary transit provider in the Laredo region, which includes two distinct transit services: El Metro and El Lift.

- El Metro operates 49 buses for its 21 fixed bus routes.
- El Lift operates 16 vans for its ADA paratransit service.

On January 1, 2022, a new management company, Hendrickson Transportation Group (HTG) out of Waco, Texas now administers the operational duties of El Metro and the Transit Center. Currently, El Metro employs about 187 people, has an operating budget of \$20.6 million, and an annual ridership of approximately 1.6 million passengers.

The LTMI has revised, identified, reviewed, and calculated their most current TAM Plan performance measures and targets, approved on April 2, 2024 by the Laredo Mass Transit Board and by the LWCAMPO Policy Committee on May 15, 2024 ([Resolution No. MPO 2024-06](#)), that includes rolling stock, equipment and facilities. All three asset classes are well above the set performance measure target. The following performance measure summary provides an overview of EL Metro ‘s asset classes based on the inventory and condition assessment performed by El Metro.

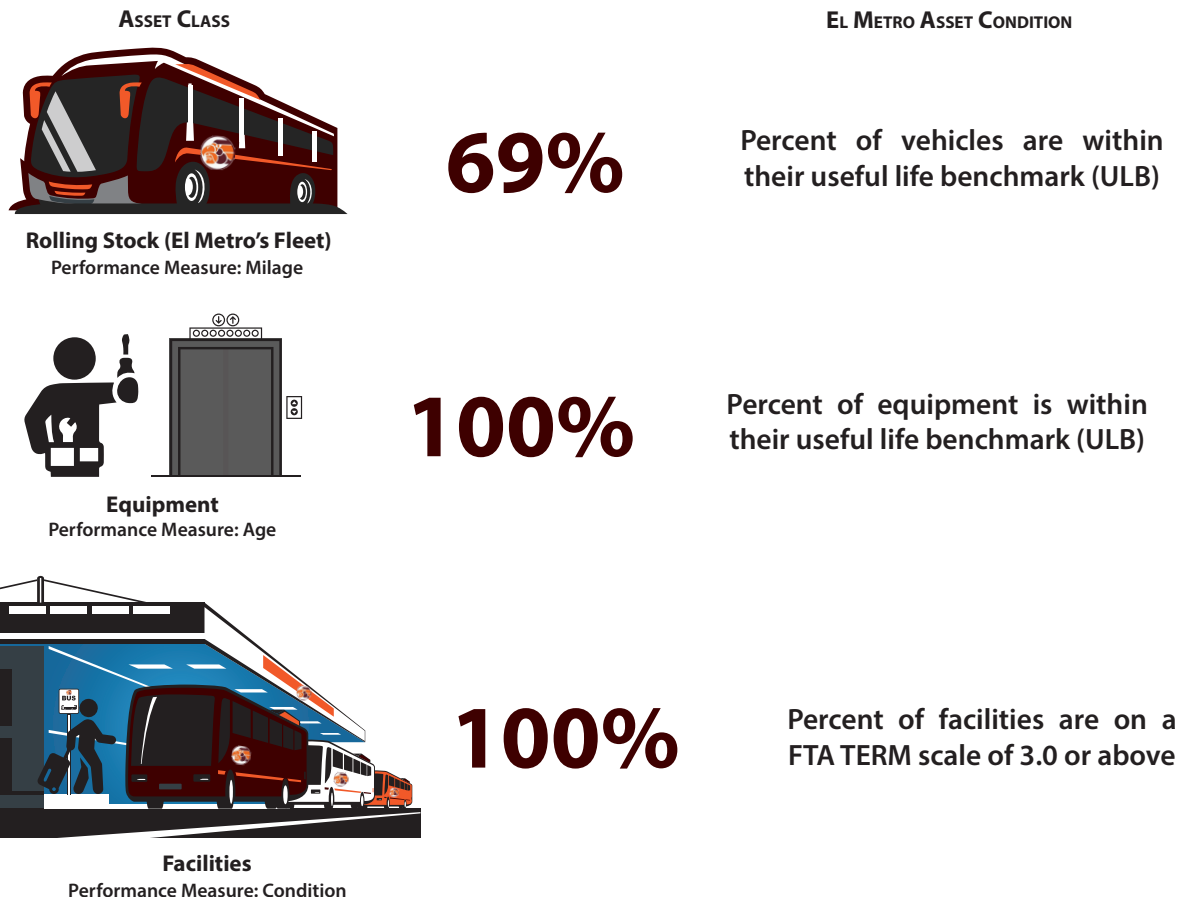
**It is important to note that there is no risk to federal funding within the metropolitan planning area if these performance targets are not met.** However, the MPO will coordinate with El Metro to ensure to ensure that plans and programs as part of the metropolitan planning process support achieving these targets.



## TRANSIT ASSET MANAGEMENT (TAM)

### PERFORMANCE MEASURE SUMMARY:

**El Metro’s 3 Asset Classes, based on the inventory & condition assessment (performed by El Metro), are well above the set performance measure target.**





## PTASP SAFETY PERFORMANCE FOR EL METRO BY MODE OF SERVICE

The PTASP Final Rule, 49 CFR Part 673.11(a)(3), requires that all public transportation providers must develop an Agency Safety Plan to include safety performance targets (SPTs) based on the safety performance measures established under the National Public Transportation Safety Plan (NSP). The safety performance measures outlined in the NSP were developed to ensure that the measures can be applied to all modes of public transportation and are based on data currently being submitted to the National Transit Database. The safety performance measures included in the NSP are fatalities, injuries, safety events, and system reliability (State of Good Repair as developed and tracked in the Transit Asset Management (TAM) Plan).

The LWCAMPO Policy Committee adopted the fifth version of the Laredo Transit Management Inc. (LTMI) PTASP for calendar year 2024 on May 15, 2024 ([Resolution No. MPO 2024-07](#)). As per the current PTASP, El Metro has met the following STPs in the 2023 Calendar Year (**It is important to note that there is no risk to federal funding within the metropolitan planning area if these performance targets are not met.** However, the MPO will coordinate with El Metro to ensure to ensure that plans and programs as part of the metropolitan planning process support achieving these targets):

2023 Calendar Year	
Fixed Route	Demand Response
✓ Total Number of Fatalities	✓ Total Number of Fatalities
✓ Total Number of Injuries	✓ Total Number of Injuries
✓ Total Number of Safety Events	✓ Total Number of Safety Events
✓ System Reliability (failures/VRM)	
✓ Annual VRM	

The FY 2025-2028 TIP programmed a total of \$80,979,804 (federal and local match) for transit projects. Programmed funding includes: \$77,864,232 in FTA 5307 formula funding to be used for assistance of El Metro Transit bus operations and maintenance; \$1,897,544 in FTA 5339 formula funding to be used for replacing heavy-duty buses and paratransit vans, and bus facility improvements; and \$1,218,028 in FTA 5310 formula funding to be used for capital investments and operation assistance to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding mobility options.



# LAREDO & WEBB COUNTY

AREA METROPOLITAN PLANNING ORGANIZATION